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241] THE MANAGER.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communication that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JULY 13TH, 1905.

WE are not sufficiently informed of the desires and intentions of the Colonial Government to be able to say whether the suggestions in "SPECTATOR'S" letter are as valuable as they are interesting. Certainly to the unofficial eye there is much that is attractive in our correspondent's picture of quite possible developments in the New Territory which has now been under British care for more than half a dozen years; and we have little doubt that the responsible officers would be as pleased as "SPECTATOR" to see the country opened up in some such way. Following our correspondent's proposal step by step upon the map, we note that his auxiliary line would approximately follow the line of the bridle road from Sham-chun, southward along the western borders of the Lung-kwat-tau district into the area marked Shap-pat-heung, bending westward to avoid the hilly country and to intersect the populous valley that runs south to San-hu-wai in Castle Peak Bay. Apparently about two thirds of the route is covered by existing roads, good main roads—for China; and it comes in contact with about fifty villages and towns, nestling in fertile and productive valleys. We understand our correspondent's idea to be that a single line so laid down would very much expedite the making of the main line that has to connect Canton with Kowloon by a more direct route. He pointed out to us that the obvious way to deliver railway material for delivery at Sham-chun was to unship it at the mouth of the river entering Deep Bay on the east; but there is not enough water there for shipping. Deep Bay is not so called because of its soundings, but because of its deep indentation of the land. Across the estuary of that river, for which the cartographers appear to have no name yet, is an awkward bar; and even supposing a laden steamer gets up river safely, it must hurry back before the tide falls, if it does not wish to rest till next tide on the mud. Asked if Sha-t'au-kok, a town on the opposite side of the peninsula, in Starling Inlet, was not equally "obvious," he admitted that it was; but said the eight miles between that and Sham-chun offered more engineering difficulties than the eighteen mile route proposed by himself. "Besides," he pointed out, "look at the country to be opened up. A line from Castle Peak Bay will pay for itself while the trunk line is building." If any private syndicate had constructed a light railway through this western territory, they would not only have earned good dividends; but would in all probability have been able to sell for a good price to the Canton-Kowloon Company, who would have seen its desirability if only as a means of transport for their own material. All this to us appears plausible enough; and the only thing needed seems to be expert confirmation that the route is, indeed, as free from engineering objections and costly obstacles as our correspondent thinks it is. If, in short, this enterprise is practicable, it should be profitable, and it appears to be desirable. Of course, it will occur to the minds of many readers that the desirability of developing this territory will not appeal so strongly to the owners of property on the island. The longer that Hongkong remains the focus point of affairs, the longer will island interests possess extraordinary value. But that argument would also exclude Kowloon, and Kowloon is advancing. It cannot be long, railway or no railway, before the blooming district of Tai-po-hū and Kowloon join hands. There is undoubtedly a great future awaiting the territory lying between Deep Bay, Tolo Harbour, Sham-Chūn, and Hong-ham.

The Watsin Horse Bazaar, Ld., has paid a dividend of twelve per cent., and carried forward $2,257.43.

Lu Yuk-lin, the Chinese Consul, well known at Hongkong, has arrived at Johannesburg, and has taken up his residence there.

England now expects a General Election about June next year. There will be no Colonial Conference before it comes.

Lord Balfour of Burleigh has been appointed to the seat at the board of the Peninsular and Oriental Steam Navigation Company, vacant by the death of Sir Robert Herbert.

The 234th plague case was recorded, with two others, yesterday. This is still nearly two hundred less than at the corresponding period of last year.

The Chinese Empress-Dowager is still sending her Viceroys "summer medicines"; sulphur and treacle, no doubt. For prickly heat the Imperial Quackeress (not Quakeress) has nothing to send but sympathy.

A report that some hailstones at Shanhaikwan were "as large as a bullet" recalls the Irish angler's measurement of the fish that broke away: it was "as long as a piece of string with two knots in it."

The s.s. *Dufferin* was expected to arrive at Taku Bar from India on July 4th with the regiment of Dogras to relieve the 30th Punjabis then stationed at Shanhaikwan. The 30th were to embark on the 5th inst.

A young Chinese rent collector, after collecting about $700, left for Macao without paying the money over to his master. He was there arrested, and an application will be made to the Macao Government for his extradition to Hongkong.

Tang Ngau, junkmaster, was proceeded against by Mr. M. McIver before Mr. G. N. Orme at the Police Court yesterday for plying his boat in the waters of the Colony without a licence. He was ordered to pay a fine of $25, in default, three weeks' imprisonment.

Over a thousand Chinese employed in the Crœsus mine on the Rand attacked the whites, one of whom was killed, while several others were injured. The whites' quarters were wrecked. The coolies also attacked a Kaffir. The Chinese were finally driven back into their compound by the police.

Messrs. Walker, Lambe and Co.'s China Tea market report last to hand states:—Public sales comprised 267 half-chests Black Leaf, 127 half-chests Red Leaf, and 118 packages Oolong. Medium first crop Keemuns were withdrawn from 4¾d. to 6½d. per lb., Panyong from 4½d. to 5½d., and Oolongs from 9½d. to 11½d. per lb. The private market has remained inactive, with again a little more inquiry in the higher grade Keemuns, chiefly for shipping. In medium Ningchows, Mosings, and Panyongs inquiry still holds from 5d. to 5½d. Common Panyongs are steady in price from 4½d. to 4¾d. Lower grades are not in general demand, but few bids on Monings and Kaisows from 3¾d. to 3½d. are heard of for shipping.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

COLLIERY EXPLOSION IN WALES.

124 DEAD.

LONDON, 12th July.

An explosion has occurred in the Wattstown Colliery, Pontypridd. One hundred and twenty-four persons were killed.

Pontypridd ("Bridge of Beauty") is a market Town in Glamorganshire, Wales, with extensive coal and iron works.

RUSSIAN PREFECT MURDERED.

LONDON, 12th July.

M. Shuvaloff, the Prefect at Moscow, has been murdered.

THE JAPANESE LOAN.

ANOTHER SUCCESS.

LONDON, 12th July.

The new Japanese loan is an immense success.

[REUTER'S SERVICE.]

FRENCH SOCIALISTS.

LONDON, 10th July.

A lecture by the French socialist Deputy Jaures, upon the international duties of socialists in reference to war, which the German Government had forbidden to be delivered in Berlin, has now been published textually in Berlin, in the socialist's organ *Vorwärts*. Its tone is moderate, and most friendly to Germany. It expresses notable warmth in reference to the Anglo-French entente, and declares that "we will resist with our last breath any attempt to entangle us in an action hostile to Great Britain."

PRINCE ARISUGAWA'S DEPARTURE FROM LONDON.

LONDON, 10th July.

Prince and Princess Arisugawa have proceeded to Portsmouth, where they will be the guests of the Commander-in-Chief until to-morrow, when they will embark on the *Prussen*, bound for Yokohama. Their Highnesses drove in the Royal carriage to Victoria and were lustily cheered *en route*. The Duke of Connaught, Lord Lansdowne, Admiral Fisher, the Legation, and the Japanese colony were at the station to bid farewell. Viscount Hayashi accompanied their Highnesses to Portsmouth.

GREAT BRITAIN—NATIONAL DEFENCE.

LONDON, 10th July.

During a debate in the House of Lords on National Defence, Mr. Balfour's statement of the 10th May was severely criticised; Lord Roberts said that the lessons of the South African war were already forgotten and he had no hesitation in saying that the army was as absolutely unfitted and unprepared for war now as it was then; the nation must choose between conscription and universal training.

THE PEACE PROSPECTS.

LONDON, 10th July.

It is reported from Washington that President Roosevelt has submitted to the belligerents a request from China for participation in the Peace Conference. It is not known whether replies have been received, but it can be stated that Russia is favourable and Japan unfavourable to the request; and it is not likely that President Roosevelt will press it.

HIGHWAY ROBBERY AT POKFULAM ROAD.

While it is difficult to realise of what use the queue is to its owner, it certainly is very useful to bandits who attempt to molest him, as was exemplified by the novel highway robbery perpetrated on a Chinaman in Pokfulam Road in broad daylight on Tuesday afternoon. The native came to town in the morning to collect some money due to him, and was returning home along Pokfulam Road in the afternoon when a number of the lawless gang who infest the western district sprang upon him and dragged him off the road into the scrub. Apparently they were up-to-date robbers, and did not hamper their movements by carrying about binding and gagging paraphernalia. With his own queue the Chinaman was securely gagged, while his overall trousers served as a means of binding him to a tree. The robbers secured $40 from one of his pockets. Their further search, however, was disturbed, and they made a hasty departure, leaving a purse containing $37 in another pocket. The man was released later in the afternoon by a passer-by, and immediately reported the matter to the police, who, it is believed, are on the trail of the bandits.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

The tenth annual report supplied by Messrs. Bradley & Co., the local agents, shows that the business has been of a more favourable character during 1904, and that the profit, inclusive of the amount brought forward from previous year, shows a credit balance of £1,985. 9s. 1d. This amount the directors recommended should be allocated as follows: To set aside £250 as a reserve for bad and doubtful debts and depreciation on launch, to write £500 off "Purchase of Trading Rights," to pay a dividend of 10 per cent. for the year, free of income tax, absorbing £464 17s. 6d., and to carry forward £770 11s. 7d. to the next account; the sum carried forward includes provision for payment of the sum of £500 off the debenture, in terms of the bond.

ENGINEERING APPOINTMENT.

The numerous members of the engineering profession and of the shipping and other interests in Hongkong and on the China coast will be pleased to learn that the directors of the Hongkong Whampoa Dock Co. have appointed Mr. William Wilson, late manager of the Kowloon establishment, to succeed Mr. W. B. Dixon as Acting Chief Manager of the Dock Company. Mr. Wilson is exceedingly popular with the staffs, European and native, at Hongham.

AN AMERICAN OFFICIAL'S CHINESE SYMPATHIES.

A *Daily Press* reporter yesterday called on the American Consul-General with a view to obtaining some information anent the American boycott, but Gen. Bragg refused to be drawn. "My Government," he said, "says I have very bad views, so I must put them in my pocket and keep them there. From the beginning I voted against the Exclusion Act."

FATAL AFFRAY ON THE "FATSHAN"

We learn that there was a very exciting time on the *Fatshan* on her voyage to Canton on Tuesday. A Chinese thief was observed actively at work annexing to himself property belonging to other passengers. On a hue and cry being raised, the thief drew a knife and before he was secured, one man, we are informed was killed by him and another seriously wounded. The Captain and Chief Officer promptly pacified the Chinese passengers who were naturally much excited over the occurrence.

THE EAST ASIATIC CO.

The British Consular Report on the trade of Denmark for 1904 states that the East Asiatic Company had a very prosperous year, and has, it is said, been able to pay a dividend of 8 per cent., although they have been obliged to close several of their branch offices in the East (in Manchuria and Shanghai) on account of the war. Their branch in Bangkok has been very profitable, on account of the large supplies of teak from the company's forests in the interior of Siam. This company possess large landed properties, coasting steamers, saw mills and stocks of various merchandise valued at £180,000, and a further amount of £22,000 is used as working capital in the various forests for keeping elephants, &c., and a large staff. The trade with Singapore is believed not to have been profitable and to show a loss of £2,000 or more. The Shanghai branch, on account of the war, has been reduced and an agency has been established. The branches in Manchuria have been abolished, and there was a deficit here of £50,90 .

NEWS FROM GERMANY.

PRINCE BULOW'S WINDFALL.

The following items are from the Berlin correspondence of the *Daily Telegraph*:—

A Hamburg millionaire, recently deceased, named Godefroy, was known to have bequeathed a considerable sum as a legacy to the Imperial Chancellor. The terms of his will are now published, and Fürst Bülow is declared to be entitled to five and a half million marks, about £270,000. Fürst Bülow received the news the day before the Kaiser announced to him his elevation in the German peerage. The legacy will be welcome to Fürst Bülow, who was reputed to be not overburdened with wealth, and whose hospitality has always been generous.

GREAT STORMS.

From various parts of Germany, especially from Silesia and the Harz Mountains, reports of devastating thunder-storms, accompanied by loss of life, have been received. In Oppau the Catholic church, a beautiful structure, has been completely demolished by lightning, and in the mountains of Upper Silesia a child and a farmer have been killed by lightning. The railway lines in several districts have been completely washed away. In the Lausitz three young girls have been killed, and much damage has been done to property throughout this entire area. In Halberstadt cloud-bursts have caused immense loss. Large districts are under water, and in some cases dwelling houses, barns, and other buildings have been washed away by the force of the waters.

DEATH OF A PRINCE.

Prince Leopold of Hohenzollern, who had been staying with his son, Prince William, during the festivities on the occasion of the Crown Prince's wedding, is dead.

[Prince Leopold of Hohenzollern was head of the Catholic, non-reigning, though probably senior, branch of the family, and, of course, was a relative of the German Emperor. He was in his seventieth year. In 1861 he married the Infanta Antonia of Portugal.]

THE HANKOW-CANTON RAILWAY.

The Chinese appear to have quite made up their minds to construct the Hankow-Canton railway themselves, and as one means to that end Tuan Fang, Governor of Honan, together with Viceroys Chang Chi-tung and Tsen Chun-hsuan, have memorialized the Throne for permission to establish a railway lottery on the lines of the Hankow Lottery, the profits to be devoted to the expenses of the line. In addition to the ordinary prizes, it is proposed that a certain percentage of the tickets shall be exchangeable for shares after the railway is built, which will be a great inducement to the public to procure and hold as many as possible.

It is now stated that the scheme has been sanctioned by the Throne.

CORRESPONDENCE.

RAILWAY ENTERPRISE IN SOUTH CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—My apology for this communication, if any be needed, must be the exceptional importance of the subject as affecting the interests of this colony, coupled with the very cursory manner in which the contemplated local line, Canton-Kowloon, has so far been noticed.

I remember, when in North China some twenty years ago, having an introduction to the Engineer-in-Chief. I paid a visit to the works at Tong-ku where they were at that time very busy pushing forward the line to the Kai-Ping Mines and beyond. Being shown over, I noticed amongst the rolling stock a number of splendid third class carriages set on four-wheel bogies, each having ten compartments and calculated to hold 100 persons. After spending a few days in the neighbourhood, I journied further north, returning a couple of months later. Imagine my surprise, when again visiting my friend at Tong-ku, to find all the beautiful carriages I had seen, converted into veritable cattle trucks with nothing but a 42-inch boarding round the ends and sides. On speaking of the matter, my friend told me that the home design of carriage could not afford room for half the number of passengers offering and that they had to dispense with all unnecessary hamper; so great was the demand of the travelling public of all classes. And when our local line is ready, such I prophesy will be the experience also. The line from Canton to Fat-shan, in spite of its faulty construction, has yielded magnificent profits from the day of opening.

Now, as regards the Canton-Kowloon Line. One of your evening contemporaries recently ventured to give some particulars as to probable route: tunnelling through the Kowloon Hills beneath the craggy peak, known as the Lion's Head, thence through Shatin Valley skirting the promontory which divides Tide Cove from Tolo Harbour, &c. (Here, for many reasons which the surveyors will no doubt discover, a tunnel might serve better than the shore route). However, it is not my intention to attempt to solve engineering problems: what I propose to do is to open up a broader view of the railway question here in the south as it may directly effect the present and future prosperity of this colony.

To begin with, let us divide the proposed line into working sections of ten or twelve miles and we shall at once see that the first section from Kowloon is fraught with many difficulties involving the boring and construction of tunnels, embankments, viaducts, bridges, &c. These operations mean a long time before the second section can be approached from this end: the third and fourth sections will of necessity be delayed much longer, and so on right along the line.

To obviate all this delay, it has occurred to me, knowing the country well, that from Castle Peak Bay a well-made single line via Piang-shan, On-long, Sha-pat-heung and How-tow dipping into the Pat-heung Valley, south of Kam-tin-hu, with a curve taking a north easterly direction through a cluster of villages by way of San-tin thence on to Sham-chun would not only be the means of opening up many thickly populated fertile valleys but, at the same time might be used with great profit for the transport of ballast and railway material to a point at which the second and third sections meet in the neighbourhood of Sham-chun. This line would be about twenty miles in length and, as the country is nearly level, with few engineering difficulties, could be in working order within twelve months.

As regards Castle Peak Bay. With a small reclamation sufficient for wharves and godowns, any home steamers could go alongside, discharge their railway material into trucks, which would be conveyed to the forward sections in less than an hour.

By this means the Canton-Kowloon line would be in course of construction at many points within a year, and a rapid completion would be the result. The twenty mile Valley line would at least pay all expenses and prove a great boon to the country people.

There is yet another very important feature in the development of "Railway Enterprise in South China." I refer particularly to the neighbourhood of Sham-chun. According to the formation of the country, it would appear that the Fu-ti-au Gap, which is very easy of access, will prove the most convenient in passing from the hill district known as Ngau-tam-shan (2,000 feet). It is in this neighbourhood where, at no distant date, there should be an important junction service, as also a suitable site selected for a township. The junction should distribute in four or five directions, Canton, Hongkong, Castle Peak and at least one other which I think will follow almost immediately. I refer to the District adjoining Sun-on, Kwei-shin, with its Prefect and Magistrate, only forty miles distant, on the banks of East River (Kweichow and Kweishin, about 100 miles from Canton) through a very thickly populated country, principally Hakkas.

This, as a system, would complete the triangle, with Hongkong at its apex as the port of entry, the latter part of the project forming a section of the main line to the north-east along the coast to Shanghai.

The man in the street here may laugh, but it must all come, perhaps in our day.

It is astonishing how rapidly railway extension has gone ahead in the north during the last few years, and that in spite of the fact that for several months in winter it is quite impossible to undertake any earth works on account of the intense cold.

Here in the south there is nothing to interrupt, and with a determined start, all should progress steadily throughout the whole year.

SPECTATOR.

Hongkong, 12th July, 1905.

REVIEWS.

A Frontier Mystery, by BERTRAM MITFORD. London: George Bell & Sons.

The "frontier" is where the river Tugela divides British ground from Zululand, and the author had plenty of justification for using the word "mystery," as the average reader will gallop through the chapters in order to discover what really happened, and what the witch doctors had to do with it. Mr. Mitford knows or seems to know the South African native very well, and as he is an adept at weaving plot and mystery, and has a fine imagination with which to evolve thrilling adventures, he gives a first class yarn that will appeal to young and old of both sexes.

The Celestial Surgeon, by F. F. MONTRESOR. London: Edward Arnold, 41 and 43 Maddox st., Bond st., W.

This excellent novel is about a very uncelestial surgeon, and about three remarkable women, and some others. It is a very long novel, without any "padding," is well written, and though the mere incidents of it are, when they are reviewed, commonplace enough, there is a new atmosphere about the whole book that stamps it strongly original. Without spoiling the reader's pleasure by suggesting the theme, we will just say that to us it was as absorbingly interesting as any novel of the last two or three seasons.

Bell's Cheap Colonial Series of Popular Works.

George Bell & Sons' new series for the colonies, judging by the sample (Wilson Barrett's *In Old New York*) should be very popular. It is difficult to see how such clear big type, such good paper, and such first class matter, can be sold for a shilling.

Newnes' Sixpenny Novels continue their remarkably high standard, the novels, as well as the publishers, being new 'uns. *For God and the Tsar*, J. E. Muddock's rather stupid novel, and Eden Phillpott's amusing *Deal with the Devil*, are among the later samples to hand. The type is big and comfortable, and set right across the page, not in double columns like the old-fashioned sixpennies.

The Fleet. No. 2. Vol. 1. London: Westminster Press (Garrards, Ltd.) 411a, Harrow Road, W. 2d.

The first number was distinctly good; this second is distinctly better. All naval men know that Lionel Yexley's work is sure to be good, and Mr. Yexley is the editor. We like the tone of the paper, and have learned much from its matter. The contributions are all as bright as authoritative. We have elsewhere reproduced an introductory article on the canteen system.

THE SIBERIAN RAILWAY.

NO SECOND TRACK TO BE LAID.

Although the Ministry of War insists upon maintaining that the second track of the Siberian Railway will be laid down with all possible speed, yet the Ministry of Ways of Communication announces that the work will certainly not be carried out this year. At this moment the traffic is very heavy along the line, and one more "special train" could very easily throw the whole traffic into confusion. Thus, as there are neither workmen, material, nor rails ready along the line, all the labour and material will have to be taken from European Russian to Siberia by such "specials." Moreover, nearly the whole of the sum of £1,062,500 granted by the Government for doubling the track has been spent already in increasing the carrying capacity of the main line, of the Baikal Ring Railway, and of the Trans-Baikal Railway. Instead of doubling the track—at least, this year—the following work is to be carried out. Between Atchinsk and Taischet, the present zig-zag line, with its steep gradients, a distance of 360 miles, is to be rebuilt and made easier for the traffic; them, 100 new sidings are to be laid down of a total length of 100 miles, and the line between Samara and Zlatoust, on the south west Ural slope, is to be doubled.—*Globe.*

HERZOG UND FUERST.

Bülow is a name which has hitherto always sounded familiar to British ears as that of the corps commander who, under Blücher, struggled forward to save the Army of Wellington from ultimate defeat at Waterloo. And now it has acquired additional interest from the fact that the chief inheritor of this illustrious name, the fourth Chancellor of the new German Empire, Count von Bülow, has been raised by the Emperor, in his capacity as King of Prussia, to the rank of "Fürst," or "Prince."

Prince Bülow, like Prince Bismarck, sounds very grand, and even regal, but, after all, there should be no misconception on the subject. For "Prince" is but an exaggerated translation of "Fürst," which is etymologically the same word as our "first." In England, as well as in Germany, the relative rank of "Fürst" is only "marquis," as may be inferred from the fact that on his dismissal Bismarck was offered the title of "Duke" of Lauenburg, which would have been no compliment to him at all had not the rank of a "Herzog," or duke, been superior to that of a "Fürst," or prince.—*Daily Chronicle.*

THE BRITISH NAVAL UNIFORM.

The committee which has been sitting at Devonport to consider the question of sailors' clothing has recommended for adoption various changes.

The flowing trousers and flapping collars—the most distinctive parts of a sailor's costume—are to be abolished.

The comfortable "jumper" is to give way to a short jacket, and the trousers are to be tighter. The changes are considered necessary in order to make the uniform less dangerous in the engine-rooms of a ship.

Among the men the prospective changes are welcomed as likely to result in greater economy to their pockets.

The Admiralty are further assisting the lower deck in this matter by providing for the issue of ready-made uniform at cost prices, which will do away with the old system of drawing the material and paying the ship's tailor to make it up.

The proposed changes will come into effect gradually, so that they shall not tax the lower deck ratings with the cost of a complete new kit at once.

PARIS.

[FROM OUR CORRESPONDENT.]

M. DELCASSE'S RESIGNATION.

9th June.

The resignation of so able a statesman as M. Delcassé, while expected for a month or more, has caused widespread regret in many circles. The announcement came more as a blow than a surprise to the majority of Parisians who had been watching the progress of the Ministerial crisis for weeks past, expecting the inevitable any day. The first cause of the trouble was M. Delcassé's fixed habit of doing what he thought best, without consulting anybody. The immediate occasion of his downfall was the failure of the ex-Minister of Foreign Affairs in the recent negotiations in Morocco, tacitly directed against Germany. The Kaiser crossed swords as it were with M. Delcassé and won. For this, M. Delcassé has been made to pay heavily for his defeat, by the loss of his portfolio. The fall of so distinguished a statesman is viewed in France as a distinct triumph for Germany; this is the most obvious fact in connection with the very regrettable incident. The resignation of M. Delcassé has removed from the Quai d'Orsay a man who contributed more powerfully than any French Foreign Minister of late years to the rehabilitation of France among the Powers of Europe. Many of his countrymen will before long regret the harsh step taken by his colleagues, who one and all had become most hostile to him. Jealousy had much to do with the unfriendly attitude of the other Ministers towards M. Delcassé who will ever be remembered outside France as one of the best and soundest Ministers which the Republic ever had. Morocco was not the main indictment against the ex-Foreign Minister. He had in the eyes of his colleagues and numerous enemies assumed too much authority in foreign affairs, and the fact that he persistently neglected to consult either the Cabinet or the Premier only rendered his position all the more untenable. M. Rouvier, who loves to direct affairs at first hand, bitterly resented M. Delcassé's strange attitude. It was merely a question of "obey or go." As the Minister refused to comply with his chief's orders, there was no other course open to him but to resign. Had he been less obstinate, there is no doubt that he would not have had to resign—for Morocco could well have been arranged. The ex Minister had for so long maintained, throughout a series of Ministries, an altogether exceptional position in the French Cabinet, that possibly to France herself, and certainly to her European neighbours, he had come to be regarded as almost indispensable.

M. Delcassé—whom many confidently hope to see again before long at the Quai d'Orsay—has had a most brilliant and unique career as Minister of Foreign Affairs. He claims to have done more for France than any of his numerous predecessors—a fact recognized by the outside world. His policy has been eminently sane and sound; while he has been at once moderate and strong. It will be remembered that it was M. Delcassé who so ably guided his country through the dangerous business of Fashoda, and brought about the eventual understanding with Great Britain, in itself a triumph of which any statesman might be proud. He further co-operated with Lord Lansdowne in removing all other causes of contention between France and England, and in placing the relations of the two nations upon a basis of sound, and lasting friendship, let us hope. This said, his disappearance from the political stage is sincerely deplored in most parts of the world. Fewer French statesmen here retain important office for so great a length of time; though Cabinets have come and gone, M. Delcassé has remained.

Though M. Rouvier, the Premier, has taken over temporarily the work of M. Delcassé, and promised to maintain the *entente cordiale*, but not at the expense of friendship of Germany, and uphold the Franco-Russian alliance—worthless though it is,—M. Rouvier is not M. Delcassé whose name has become a household word with foreign nations. The welfare of France has to be studied; M. Rouvier will do well to remember the valuable services rendered by M. Delcassé. Many suggest giving the ex-Minister another chance, considering his ability and popularity.

THE FRENCH RICHMOND.

Asnières, just outside Paris, has become the favourite rendezvous of all Parisian anglers, since the opening of the rod-fishing season. Strange to say, the angler who stands watching on the banks of the Seine, to the evident amusement of gudgeons and minnows which play round his float, refusing scornfully his invitation to come and be killed, has a great hatred for the rowing man who splashes along with his boat full of ladies. The home of the rowing man lies between Neuilly and Argenteuil, and his haven of rest, like that of the angler, is at Asnières—that pretty little village where actors and artists lead that half Arcadian, half Bohemian life which appears in France to be inseparable from the stage and every branch of art. The deserted banks of the Seine have become densely populated. The roughly-built shanties, where fresh-water pirates drank and made merry once upon a time, have been replaced by charming villas, and tempting restaurants where the hissing frying-pan awaits the Seine whitebait caught by mine host with his cast net before the eyes of the hungry Parisian. The sign boards are enough to give anyone an appetite. The rabbit, painted sitting in the stew pan, appears to take his fate as a necessary martyrdom. The promise of *fritures* and *gibelettes* draws thousands to the banks of the Seine on Sundays. Nothing charms a Parisian so much as to find a caterpillar in his soup, a spider crawling over the table cloth, or a moth flying round his glass. Not till then does he really consider himself out in the country, while the sour wine he drinks enables him to digest rancid butter. Yet every inconvenience is met by a happy smile and an exclamation to the effect that a man should know how to bear worthily the cross of his pleasures when he is tasting the delights of rural felicity, breathing the fresh country air.

M. LOUBET'S RETIREMENT.

M. Loubet's retirement has now become a reality. The President has almost completed his arrangements for leaving the Elysée Palace with all its many uncongenial splendour, and enjoy the simplicity of private life—what he has been so anxiously waiting to do. In addition to his *chateau* in the South of France, close to Montelimart, where he was bred and born, M. Loubet has purchased a splendid mansion in Paris, close to the Cluny Museum where everything has been done to ensure comfort. Mme. de Saint-Prix, his married daughter, who has for the last seven years been living close to her father's official residence, has moved close to the Odeon—the future town residence of the President. The visit of the young King of Spain—who had such a miraculous escape from being blown to pieces, together with the President, and who was accorded a most enthusiastic send off, on his departure for London, where he arrived safe—has been the last ceremonial of the kind so far as M. Loubet is concerned. He leaves the Elysée with deep regret, but confident that he has won general esteem and respect; if M. Loubet has been the most *bourgeois* of Presidents it has not the less fallen to him to entertain in high state more crowned heads than all his predecessors put together.

LE MORT DE DUC.

The death of the Duc d'Audiffret-Pasquier though hourly expected, has caused widespread regret throughout the country. He was one of the most remarkable statesmen in France and, though a nobleman, enjoyed the respect and esteem of all his countrymen. Owing to his advanced age, he had long ago dropped out of contemporary politics, remaining but a life senator. Deceased was a strong opponent of the Imperial regime, he was no Republican, but a Constitutional Monarchist. After the fall of the Empire, the Duc, who was leader of the *Centre Droite*, opposed Thiers, being one of those who brought about the great little man's downfall, in order to support the Duc d'Aumale's candidature as President of the Republic. The scheme proved vain for Marshal MacMahon succeeded Thiers. The Marshal was known to favour a restoration and the late Duc played a large part in the negotiations which ensued. Earnest Monarchist as the Duc d'Audiffret-Pasquier was, it was he who made the restoration impossible by declaring at the meeting of October 4th, 1873, that he was profoundly convinced that the restoration was possible only if the Monarchy was to be Constitutional and would accept the tri-colour. The Comte de Chambord refused to accept any conditions as the price of his recall, and was especially opposed to assuming the tri-colour in place of the white Bourbon flag. The late Duc then warmly supported the Comte de Paris, as Regent for the King, but both the Comte de Paris, and the Royalists refused the suggestion. Monarchy, the Duc d'Audiffret-Pasquier finally concluded, was an impossibility in France, so troubled no more about its restoration though he continued to take an active part in the nation's politics.

CURE OF NEURALGIA.

Professor Raymond and Dr. Ostwalt have won the gratitude of all sufferers from the excruciating pains caused by facial neuralgia. The cure of these two French medical gentlemen consists of injections of an alcohol treated by cocaine or stovaine. The injections are directed upon the nerve at the level of the base of the cranium. The cure is as rapid as it is complete.

JAPAN'S NAVAL VICTORY.

ITS LESSON TO GERMANY.

In drawing attention to the lessons to be learned from Japan's victory off Tsushima, Col. Gaedke says in the *Berliner Tageblatt*, that the rapidity with which the Russian Fleet was scattered and destroyed is a clear proof that a weak fleet, and one not fully up to date technically, is worse than no fleet at all. "I have always maintained in these columns, that a stronger fleet is an absolute necessity to Germany; we could have done without the latest increase of our Army, for that was a luxury. In my opinion the events in the Far East, the rise of Japan as a Great Power, and the ever-growing need of protecting our colonies, all warn us to increase and strengthen our Navy with all possible speed. Germany needs more Battleships, bigger guns, stronger armoured-plating, and a stronger protection against torpedoes; we want more and larger armoured-cruisers; we must increase the number of our sea-going torpedo-boats, and we must build submarines. And is it not time for us to establish two naval bases capable of offering resistance to an enemy, namely at Dar-es-Salaam in Zanzibar, and at Kiao-chau? Is it not time to send out an adequate number of troops to both places? What are we to do now at Tientsin? Can we protect with our present Navy our Colonies, and can we defend our flourishing trade from being destroyed by envious competitors? On land we have no foe to fear, and we can always reckon upon allies. But who would help us on the seas in case of need? We certainly cannot possess the first Navy in the world, for Germany is not rich enough. But ought it not to be possible for us to attain at least the second place among the navies of the world?"

COOKS AND COOKING.

[BY "ROYAL NAVY," IN *The Fleet*.]

I have been invited to state my views on the canteen question, and if possible to lay down some general rule that might be adopted with a view to overcoming the difficulties and disagreements that now agitate the service. A committee is at present at work at the same task, but as they are taking the question of canteens by itself the result of their labour will be nil; at least, that is my prophecy. An auxiliary food supply on board ship becomes necessary only because the proper food supply is inadequate—the more inadequate the main or legitimate supply, the greater the demand on the auxiliary supply. The acute stage at which the canteen question has arrived is the measure of government indifference or incapacity to properly victual the Navy. It is an effect but victualling is the cause.

From this it must not be supposed that I wish to imply that all the articles of consumption supplied through the Paymaster are bad in quality, because they are not. Tea, cocoa, sugar, fresh beef (in England at least) are all of the very best—certainly the vegetables supplied with fresh meat leave much to be desired. Jam, or the greater portion of it, is good. Preserved vegetables, ditto; and the whole of these are supplied in ample quantities to satisfy the daily needs of any ordinary man. And yet hundreds of thousands of pounds are spent annually at the various canteens. I will give some figures later on.

But naval men are not gluttons, yet to the independent enquirer the question must offer itself: "If the Government provide ample food supplies why this huge sum spent at the canteens?" The answer to which is that, with that peculiar facility for spoiling the ship for a halfpenorth of tar which seems to have characterised past Boards of Admiralty, they have, though supplying foods, neglected to provide proper facilities for cooking it. Thus is the whole elaborate machinery of the victualling department of the Navy nullified by an obsolete galley; and the men seek consolation at the canteen or bumboat. This is a matter that has exercised the minds of naval men ever since British keels ploughed the waters. To go back, however, no further than "eighteen hundred and war time" we find that the only qualification necessary for ship's cook was his inability to perform any other duty. "Old Slushy" was his sobriquet, and he deserved it. The status of ship's cook has improved since then, and some crude attempt has been made to teach him the art of cooking, but still left to struggle with the dinners of seven hundred men in a galley that is barely large enough to cook for seventy, and as a result he is forced to desperate expedients, of which the following is an example:—

When the tin dishes containing the meat and, perhaps, potatoes, are taken to the galley by the cooks of messes, the ship's cook, finding it impossible to bake them all—he has no room—takes the lid off his copper in which are boiling potatoes, duff and what not, and piles the dishes up pyramid fashion over this, then covers the lot over with sacks to keep in the steam. The layman will get some idea of what this food will be like when cooked; the steam from the copper in which an assortment of articles are being boiled, the sweat from the sacks running down from dish to dish adding its flavour in its own way, then just before seven bells the cook will take down the dishes and pop them in the oven to give the finishing touch. Result: meat as tough as leather, without any taste of beef, and only eatable because the men are half famished. It is not a question of ability, but facility. The ship's cook is no more responsible for spoiling the food than the bluejacket mess cook who prepared it under difficulties while his messmates were scrubbing out the mess. These little things are only known to the lower-deck, and when the men complain they have quoted against them their allowance in pounds and pints. That does not represent the case by a long way.

If the ship's cook finds it impossible to properly cook a joint of beef, how much more so will he find it to *cook* the preserved vegetables that now form a part of the men's dietary? That these are not bad in themselves the writer has proved by having them properly cooked on shore, when he found them, as a substitute for fresh vegetables, all that could be desired. No mess, however, will take these from the steward if it can be avoided; they prefer to "leave them behind." "take up" savings, and purchase other articles from the canteen. And from this many, who do not understand the true inwardness of the thing, jump to the conclusion that the B.B. likes savings. To show how little those responsible know of the requirements of the men it may be stated that before a Parliamentary Committee Sir Henry Yorke, Director of Victualling, declared that:—

"The system of savings have existed for so many years that it would create, I think, a mutiny to interfere with it."

Thus does the bluejacket get misrepresented, and a system perpetuated whose only virtue is that it does to some extent keep the discontent within bounds and hide official shortcomings. That serious trouble would ensue were savings abolished and no effort made to improve the present system of victualling and cooking is undoubted. It should be distinctly understood, however, that the men do not look with favour on savings as savings, they simply "leave behind" certain articles either because such are not up to the proper standard, or, if "taken up," would be rendered uneatable by the peculiar system of cooking practised on board; preserved vegetables are an example of the latter, and for the former we may take biscuit as an example. The men will under no consideration have this if soft bread is by any means procurable, therefore they "leave behind" the biscuit, for which they get savings at the rate of 1d. per lb., and buy soft bread from the canteen at from 2d. to 3d. per lb.

The very word "savings" is a misnomer and leads to confusion. Those unacquainted with the inner life of the Navy believe that these "savings" are paid out at so much per man at the end of each month, and that they go to swell his private purse. In reality each *messes* savings are paid in bulk to the caterer of the mess, and are used to partly meet the canteen bill, and invariably have to be supplemented from the pockets of the men. To suggest that they are wedded to this system is to accuse them of lack of common sense. Whatever faults the B.B. may have he is not, taken in the lump, a fool, and if he could get eatable bread from the Paymaster for a 1d. per lb. he would not prefer to pay double the price for it elsewhere.

It may be said that so far I have not touched on canteens, with which this article is supposed to deal. That is so. But to thoroughly understand the canteen question one must first understand that which has given rise to it—the cooking question. When that, and the bearing it has on canteens, is properly understood, the problems connected with the latter become comparatively easy of solution.

If we are to accept the dictionary definition of "Cook" as "a person who *prepares* food for cooking," then a ship's cook is not a cook at all, but merely a person in charge of the range; and it is here that the difficulty lies. The preparation of the food, which after all is the principal thing, is left to the men themselves, who take it in turns to do the work. But as neither facilities nor time are at their disposal the results are deplorable—the ship's cook has to face the blame. For years the cry has been—"Give us better cooks and better cooking facilities," and were this done many articles of the official rations now "left behind" for savings would be used, and the demand on the canteen would diminish to a corresponding extent.

THE CHINESE DEMAND FOR A PARLIAMENT.

One of the Chinese Ministers stationed abroad who keeps himself in touch with Chinese students studying in various countries, having it brought home to him that when these students return to China there will be an agitation for a Parliament, has taken time by the forelock by writing to Prince Ching and suggesting that his Highness should anticipate matters by advising the Throne to grant a Parliament to the country. The question was accordingly first referred to Viceroys Yuan Shih-k'ai, Chang Chih-tung, and Tsen Chun-hsuen, these three being considered the most enlightened of the high officers of the Crown in the provinces, for their views on the matter. Their joint reply appears to be most sensible, and under the circumstances the best that can be done for China just now. It was that, as the country is not prepared for a Parliament, the best way to educate the people up to the point required would be for each province to have an assembly consisting of members of the gentry and men of ability and means selected by the various cities and townships to represent them at their provincial capital. The duty of these representatives will be to consider concerning provincial public works, educational institutions and the like, and to advise the Governor, or Provincial Treasurer, on them. After sufficient experience and insight into such public questions have been gained, then, and not till then, can a Parliament in the broader sense be granted, otherwise nothing but confusion and anarchy will ensue and the best efforts of those desiring the progress of their country be brought to naught.—*N.-C. Daily News.*

ENGLAND AND AMERICA.

NAVAL VISIT TO NEW YORK.

The New York correspondent of the *Daily Telegraph* reports:—The proposed peaceful invasion of New York Bay by a British Fleet next autumn was the occasion of a call by Mr. Paul Morton, Secretary for the Navy, upon the Mayor of New York, Mr. McClellan. The mayor received his visitor at his private office in the City Hall, and for a few minutes they talked over the expected visit of the fleet. The United States Government will take official cognisance of the visit, and Mr. Secretary Morton wished to call the attention of the Mayor to it early enough for him to arrange a plan for the proper reception of the British officers by the city.

Mr. Secretary Morton told the Mayor that the Fleet which will be sent to America for a friendly visit will be commanded by Admiral Prince Louis of Battenberg. He suggested that the citizens of New York should provide a suitable reception for the Prince and his suite, and that arrangements should be made for their entertainment while they are here.

The success of the reception may be considered assured in advance, not only because of the most cordial relations now happily existing between England and the States, but also because New Yorkers have a lively recollection and keen appreciation of the hospitality showered upon American bluejackets in London last summer.

CHINESE PROTECTORATE REPORT.

The annual report on the Chinese Protectorate for 1905 says the most important event of the year was the retirement of Mr. G. T. Hare C.M.G., L. S. O., through ill-health. Mr. Hare served in all twenty years, and since Mr. Pickering's time (Pi-ki-lin) no Protector, says Mr. Barnes, has ever acquired such a wide influence among all classes of Chinese as Mr. Hare (Ho-tai-jin). The report shows a falling off in immigration of seven per cent. the total being 24,796. The falling off is attributed mainly to better harvests in China, and Mr. Barnes thinks the South African recruiting has not affected our labour fields. The proportion of female immigrants is slowly rising, a fact commented on with satisfaction, but the report does not show whether this increase is due to larger numbers of a satisfactory class or no. The number of unpaid passengers, who are coolies who get free passages on the understanding that they will enter into a contract on arrival, showed a decrease, and it is noticeable that this class of immigrant has dropped in less than ten years from 23,249 to 10,930. Singapore is the Chinese indentured-labour mart for Malays, and the numbers who signed contracts were, for the Federated Malay States 3,297, for Straits Settlements 2,946, for British North Borneo and other British possessions 1,836, for Siamese and non-federated Malay States 1,416; Netherlands Indies 7,541. The drop in the figures for Siamese and non-federated states is notable, the figures for 1903 being 2,905. Agricultural labourers, miners and general unskilled labourers were the most numerous classes.

Five unlawful societies were dealt with locally, thirty men being banished. Two societies had assumed the names and ritual of the Triad, but Mr. Barnes anticipates no revival of the Old Dangerous Societies. The only trouble given now is by knots of bad characters who live on blackmail. Mr. Barnes calls them Long Firms rather than organised societies. During the year 65 aliens were banished as against 50 in 1903, 28 were habitual criminals, the rest society offenders. Action had been taken to check the evil of gambling which had become very rife.

"It is noticeable that the education which the local Chinese now enjoy fails to afford to the majority of them any form of amusement, and it is regrettable that they have no idea of a social club except as a place for gambling, and find no interest in games in which the element of chance does not entirely outweigh that of skill."

In Singapore the number of first class opium shops fell considerably but small shops increased in number.—*Singapore Free Press.*

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 12th at 12.20 p.m. The Barometer has risen generally.

Pressure is highest over the N. part of the China Sea and the Pacific towards the Loochoos, and lowest over N. China.

Gradients are slight generally, and light S.E. winds may be expected in the Formosa Channel, and light variable winds over the N. part of the China Sea.

Forecast:—Light S. winds; fair.

THE WEATHER IS MORE SETTLED NOW: LOOK UP YOUR CAMERA.

IF you find it to be mouldy send it to us and we shall clean and re-varnish it for you FREE OF CHARGE. Be quick, as cameras sent in after the 25th inst. will be subjected to the usual charges.

LONG HING & CO.,
17, QUEEN'S ROAD.

Hongkong, 12th July, 1905. [a39

HAMBURG SHIPPING.

Sir W. Ward, in a report to the Foreign Office on the trade of Hamburg, states that there was a decrease in the total value of the exports to the United Kingdom last year, while there was at the same time a slight increase in the total value of the imports from the United Kingdom. The total tonnage of the British vessels entering Hamburg in 1904 considerably exceeded that of the previous year, and was the largest on record. Though the results of last year's business were fairly satisfactory for most of the large Hamburg steamship companies and individual owners who run regular lines from this port, Hamburg ship-owners as a whole consider the year 1904 to have been one of disappointment and loss. For the owners of "tramp" vessels the outlook for the future is, indeed, every year becoming more and more discouraging, in view of the gradual expanding network of regular steamship lines in all parts of the world. While it is indisputable that a certain improvement was perceptible in many branches of trade and industry last year, this improvement was apparently not sufficiently strongly marked to cause a general rise in freights, and at certain periods of the year the latter stood lower even than in 1903. The war in Eastern Asia no doubt brought profits to a limited number of Germans as well as of other neutral shipowners by favourable sales and charterings of their vessels; but the demand for shipping arising from the Russo-Japanese War and from the employment of German steamers in the transport of troops to South-West Africa was not of sufficient importance to influence the freight market as a whole.

In view of the very low, and at times almost ruinous, rates of freight, together with the frequently onerous condition of affreightment for "tramp" steamers in this and other countries, the "German Association for Protecting the Interests of Shipowners" has, during the past 32 months, been endeavouring to form an international combination of owners of such vessels for the purpose of preventing the rates of freight from reaching too low a figure in future. Whether those efforts will lead to any result remains to be seen, but it may be remarked that, as is probably well known, an international combination of owners of sailing vessels has already been established which, it is stated, now comprises 80 per cent. of all British, German, and French owners of sea-going sailing ship, who have improved their position by fixing the minimum rates of freight acceptable by them. As a consequence of this agreement, a slight improvement is stated to have taken place last year in the sailing ship freights to San Francisco and to nitrate ports in South America, and it is expected that this improvement will now extend to other parts of the world.

In spite of the, in some respects, unfavourable condition of the shipping trade, the aggregate number and tonnage of the sea-going ships of all nations entering the port of Hamburg in 1904 was the largest on record, the total registered tonnage having exceeded that of the ships entering in 1903 by 455,000 tons. The aggregate number of sea-going ships which entered this port last year was 14,159, and their total registered tonnage 9,611,732 tons; and the aggregate number which cleared was 4,842, their total registered tonnage having been 9,611,903 tons register. Among the ships entering the port last year 9,577 were steamers measuring together 8,647,000 tons, and 5,282 were sailing vessels measuring together 974,732 tons register; 10,368 ships of together 8,738,022 tons entered with cargoes, and 4,491 ships of together 872,110 tons entered in ballast.

ADMIRAL SIR GERARD NOEL.

The *Naval and Military Record* of 8th June contains the following biographical sketch of the Commander-in-chief of the China Station:—

Vice-Admiral Sir G. H. U. Noel, promoted to admiral, is commander-in-chief on the China station. He is sixty years of age, having been born on March 5th, 1845. He entered the service in December, 1858, and received his promotions as follows:—Sub-lieutenant, March 7th, 1864; lieutenant, April 21st, 1866; commander, March 31st, 1874; captain, January 11th, 1881; rear-admiral, May 8th, 1896; and vice-admiral, November 2nd, 1901. While lieutenant he commanded the naval guard to Sir Garnet Wolseley at Cape Coast Castle, in 1873, and was awarded the Ashantee medal, with Coomassie clasp. He has received the gold medal of the Royal United Service Institution for an essay, and he is also the author of "Gun, Ram, and Torpedo," and "Essays on Tactics." Among other positions, he has filled those of Director of Naval Intelligence, September, 1893, to October 2nd, 1893; Junior Naval Lord, November 2nd, 1893, to January 12th, 1898; Aide-de-Camp to the late Queen, January 1st, 1894, to May 8th, 1896; and rear-admiral in Mediterranean fleet, January 12th, 1898. As second-in-command of the Mediterranean fleet he represented Great Britain in the Council of Admirals during the pacification of Crete in 1898, for which he received the K.C.M.G. He was appointed a member of the council of the Royal United Service Institution in 1900, and admiral-superintendent of Naval Reserves on May 21st in the same year. He attended the departure of the Royal coffin from Gosport at the funeral of the late Queen on February 1st, 1901, was honoured with the K.C.B. on June 26th, 1902; appointed to command the Home fleet from October 1st, 1902; became a member of the Royal Commission to inquire into the supply of food and raw material in time of war in April, 1903; and received his present appointment on January 15th, 1904. He is also a justice of the peace for Norfolk.

LATEST STEAMER MOVEMENTS.

The P.M. str. *China*, with mails on board, left Nagasaki on Sunday at 6 p.m., and is due to arrive at Manila on Thursday, the 13th inst. at 5 p.m. She is expected here on Tuesday, the 18th inst.

The P.M. str. *Korea*, which left here on the 13th June, arrived at San Francisco, her destination, on the 10th July.

The C.P.R. str. *Empress of India* arrived at Vancouver on Monday, the 10th July at 2.30 p.m.

TRADE MARK

CLARETS.

	1 doz. Bottles.	2 doz. ½ Bottles.	4 doz ¼ bottles
VIN ORDINAIRE	$4.75	$5.75	$8.75
COTES	5.25	6.25	9.25
MEDOC ...	5.75	6.75	9.75
ST. EMILION ...	6.75	7.75	10.75
MARGAUX ...	7.00	8.00	11.00
ST. JULIEN ...	8.00	9.00	12.00
ST. ESTEPHE ...	10.50	11.50	14.50
COS ST. MICHEL	12.50	13.50	16.50
CH. LEOVILLE ...	13.00	14.00	17.00
CH. LAROSE ...	13.00	14.00	17.00
AMERICAN.			
CALIFORNIA ...	$4.75	$5.75	$8.75
ZINFANDEL ...	5.75	6.75	9.75
SPANISH.			
VALDEPENAS...	$4.75	$5.75	$8.75

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.
40

ROBINSON PIANO Co., LD.

THE PUBLIC MAY RELY IMPLICITELY ON GETTING FROM US

PIANOS

OF THE

HIGHEST CLASS.

EMBODYING THE VERY BEST MUSICAL AND WEARING QUALITIES AT

MODERATE PRICES

OUR CLIENTS HAVE THE ADVANTAGE OF OUR 30 YEARS' EXPERIENCE AS

EXPERTS DEVOTED EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE

LARGEST IMPORTERS AND MANUFACTURERS

IN CHINA, AND STOCK THE GREATEST VARIETY OF MAKES.

Hongkong, 9th June, 1905. [1363

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZE'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong 28th November, 1902. 100

DR. NEWELL WILSON,
DENTIST.

Latest American Methods.
Reasonable Fees.
No charge for examinations.
Office hours 9 A.M. to 5 P.M.
No. 2, PEDDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel)
Hongkong, 5th 1905.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, and special business matters* THE MANAGER.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

Telegraphic Address: PRESS. *Codes: A.B.C., 5th Ed Lieber's.*

P.O. Box, 33. Telephone No 12

NEW ADVERTISEMENTS

TO LET.

SEMI-DETACHED VILLAS (TWO) in GARDEN ROAD, near the Ferry, with fine Bright and Airy Rooms. Gas and Electric Light laid on. Commanding fine View of the Harbour. Rents very moderate.
Apply to—
H. RUTTONJEE,
No. 5, D'Aguilar Street,
36 & 38, Elgin Road, Kowloon.
Hongkong, 13th July, 1905. [1664

WANTED.

EXPORTMAN; must be able to Manage Export Department.
Apply to—
R. S. F.,
Care of *Daily Press* Office.
Hongkong, 13th July, 1905. [1665

NOTICE.

THE Authority given by us to Mr. A. M. DA CRUZ to sign the name of our firm per procuration has been withdrawn.
BARRETTO & CO.
Hongkong, 13th July, 1905. [1666

NOTICE.

WE have this day established ourselves at No. 15, Queen's Road Central, as GENERAL MERCHANTS and COMMISSION AGENTS under the style of CRUZ, BASTO & CO.
A. M. DA CRUZ.
J. M. F. BASTO.
Hongkong, 13th July, 1905. [1667

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

MR. WILLIAM WILSON has this day assumed charge of the Company as Acting Chief Manager during the absence on leave of Mr. W. E. DIXON, or until further notice.
By Order of the Board of Directors.
C. P. CHATER,
Chairman.
Hongkong, 13th July, 1905. [1668

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIG,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 12th July, 1905. [1663

NOTICE.

GEO. FENWICK & CO., LD., Engineers, &c., are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCHAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 36; approximate area 43,000 square feet.

For further particulars apply to the Company.
Hongkong, 12th July, 1905. [133

NOTICE.

TYPEWRITERS CLEANED and REPAIRED by a First-class Mechanic.
Apply—
T. C. SWABY,
4, Queen's Road Central.
Hongkong, 4th July, 1905. [1596

BILLIARD TABLE.

WANTED for the Hongkong Seamen's Institute a Good Second-Hand BILLIARD TABLE. Any Gentleman having one to dispose of is requested to communicate with the
Rev. J. H. FRANCE,
5, Lyeemoon Villas, Kowloon.
Hongkong, 10th July, 1905. [1634

POSITION REQUIRED.

ENGLISH GENTLEMAN (aged 29), shortly returning from a Holiday in England, is desirous of obtaining a position of Responsibility in a Hongkong Firm—Secretaryship preferred. Seven years' Far Eastern business experience; highest references and qualifications.
Apply to— "BARDSLEY,"
Care of *Daily Press* Office.
Hongkong, 8th July, 1905. [1625

COMPRADORE WANTED.

WANTED a COMPRADORE by an European firm doing piece goods and general business. Must furnish security for $50,000.
Apply by letter to—R. S. T.
Care of *Daily Press* Office.
Hongkong, 6th July, 1905. [1610

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN
LADIES' AND CHILDREN'S UNDERWEAR,
EMBROIDERIES, LACES, SILKS, PONGEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS BLANKETS, TRUNKS,
EBONY FURNITURE AND FANCY GOODS
No. 82, QUEEN'S ROAD CENTRAL,
Any Order Promptly Attended To
Hongkong, 12th January, 1905.

INTIMATIONS

REWARD OF $5,000.

OFFERED by the undersigned for the Arrest and Conviction of any person or persons who are in the habit of SMUGGLING large quantities of Opium into this Colony.
CHIN JOO HENG CO.,
Opium Farmers.
Hongkong, 20th June, 1905. [1478

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road, and MR. AH YAU'S FERRY WHARF STALL. Price 15 cents per copy cash.
Hongkong, 22nd December, 1903.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [55

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 14th June, 1905. 1433

SIEN TING.

SURGEON DENTIST,
No. 10, DAGUILAR STREET

TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st March, 1903.

NOW READY.

A TABLE OF THE
RATES OF EXCHANGE AT HONGKONG
for Demand Drafts on London on the day of or preceding the Departure of the English Mails; also Table of Yearly Approximate Averages
FOR 31 YEARS,
FROM
1874 TO 1904.
Price $2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.
Hongkong, 11th May, 1905.

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1904, 217,161 299.

I. AUTHORISED CAPITAL...	£3,000,000	
SUBSCRIBED CAPITAL....	2,750,000.	
PAID-UP CAPITAL.....	687,500	0 0
II. FIRE FUNDS.....	3,001,266	12 9

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 30th June, 1905. [1567

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.
SIEMSSEN & CO.
Hongkong, 1st January, 1904. 13

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897 181

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents.
35 & 37, Hing Loong Street.
(1st Street, West of Central Market.)

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Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

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"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

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BISMARCK & CO.,
Navy Contractors, Ship Chandlers Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers Tools, Metal, Iron and Steel Merchants
57 58 & 59, Connaught Road, New Praya Central

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
TO-DAY (THURSDAY),
the 13th JULY, 1905, at 11 A.M., at their SALES ROOMS, No. 8, Des Vœux Road (Corner of Ice House Street),
SUNDRY HOUSEHOLD FURNITURE, ELECTRIC POCKET LAMPS and BATTERIES, PICTURES, PHOTOGRAPHIC CAMERAS & APPARATUS, JAPANESE CURTAINS, RICKSHAS, CLOCKS, &c., &c., &c.

Also
One GURLEY LIGHT MOUNTAIN TRANSIT with SOLAR ATTACHMENT and TRIPOD, 3 SEXTANTS, One AMERICAN SAFE by New York Export & Import Co., One MANDOLIN and One ELECTRIC FAN.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th July, 1905. [1657

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction
TO-DAY (THURSDAY),
the 13th JULY, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road,
LADIES' DRESS MATERIALS, LACE, RIBBONS, SILKS, HATS, SHOES and UMBRELLAS,
&c., &c., &c.
TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 12th July, 1905. [1658

INTIMATIONS.

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the public that in addition to the recent REDUCTION IN PRICE OF GAS TO $3.00 PER THOUSAND cubic feet, they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:—
1. SERVICES up to 50 feet in length will be laid FREE
2. NO CHARGE will be made for METER-FIXING.
THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.
ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.
The Company hire or sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at WEST POINT.
GEORGE CURRY,
Local Secretary.
Hongkong, 14th June, 1905. [1441

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.
No. 38 of 1905.

To Mr. TSOI CHUNG LEE alias CHOY CHUNG, late of No. 16, Wyndham Street, Victoria, in the Colony of Hongkong, Gentleman.

TAKE NOTICE that on the 6th day of July, 1905, a Petition was issued against you by the Supreme Court of Hongkong in its Bankruptcy Jurisdiction on the application of LO TUI CHAU in respect of his claim against you for $23,552.80 being the amount of Judgment debt, interest and taxed cos's which the said LO TUI CHAU was entitled to recover against you in Original Jurisdiction Action No. 198 of 1901.

AND FURTHER TAKE NOTICE that on the 10th day of July, 1905, the said Supreme Court made an Order directing that the said Petition be served upon you by posting a copy thereof together with a copy of the Order, at the entrance of the said Court and that notice thereof be inserted in one English and in one Chinese newspaper having a circulation in the said Colony.
JOHN HASTINGS,
38, Queen's Road Central, Hongkong,
Solicitor for the Petitioning Creditor, LO TUI CHAU.
Dated this 10th day of July, 1905. [1645

GOVERNMENT NOTIFICATION.—
No. 411.

TENDERS will be received at this Office until NOON of MONDAY, the 14th day of August, 1905, for the purchase of the following PLANT and MATERIALS, formerly in use on the Praya Reclamation Works, (Ordinance No. 6 of 1889):—

Lot 1.—STEAM TOW BOAT built by the Hongkong and Whampoa Dock Co. in 1890.
Length between perpendiculars, ... 90 feet.
Breadth, extreme, ... 17 „
Depth moulded, ... 8 „
Compound surface condensing Engines, about 2[illegible] N.H.P.

Lot 2.—FLOATING STEAM DERRICK CRANE supplied by the Hongkong and Whampoa Dock Co. in 1890. Working load 8 tons at a radius of 50 feet. The Crane built entirely of iron, and mounted on an Iron Pontoon 60 ft. by 40 ft. by 6 ft. 6 in., with semicircular ends. Draft 2 ft. 6 in.

Lot 3.—LIGHTERS (2) for deck cargo (concrete blocks). Built by the Hongkong and Whampoa Dock Co. in 1890. Constructed of Manila hardwood and Oregon pine, and sheathed with zinc. Dimensions 75 ft. by 23 ft. by 5 ft. 6 in. Carry 80 tons on a draft of 3 feet.

Lot 4.—LOCOMOTIVE STEAM DERRICK CRANE by Ransomes and Rapier. Working load 8 tons at a radius of 25 feet.

Also 516 lineal yards of 70 lbs. flat-bottomed STEEL RAILS, with points and crossings, FISH PLATES, BOLTS, SPIKES, and sundry PLATELAYER'S TOOLS.

Lot 5.—DIVING GEAR by Siebe, Gorman & Co.:—
2 No. Double Air Pumps.
1 „ Single Do.
4 „ Helmets.
133 lin feet of second hand Air Pipe.
150 „ „ new Do.
And a quantity of new Underclothing, &c.

Lot 6.—CONCRETE BLOCKS, 150 No., varying from 96 to 144 cubic feet, more or less damaged. Total bulk about 15,300 cubic feet.

For all particulars apply to the Public Works Department.

The Government does not bind itself to accept the highest or any tender.
By Command,
F. H. MAY,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 30th June, 1905. [1637

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, St. George's Buildings, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.
By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th June, 1905. [1542

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATE No. 695 for one Share numbered 2231, on which the sum of $50 has been paid up, standing in the Register in the name KHEE SHING, having been declared LOST, Notice is hereby given that unless the said Certificate be produced to the Society on or before the thirty-first day of August next, a New Certificate for the said share will be issued by the Society and the old certificate will thereafter be held as null and void.
By Order of the Board of Directors.
C. MONTAGUE EDE,
Acting Secretary.
Hongkong, 11th July, 1905. [1644

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of $3.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 12th July, 1905. [1655

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
General Agents for
THE WEST POINT BUILDING CO., LD.
Hongkong, 12th July, 1905. [1656

BOARD AND RESIDENCE

TO LET.

FURNISHED ROOM with Board. Tennis Court. Near Ferry, Kowloon.
Apply—
"S. S.,"
Care of *Daily Press* Office.
Hongkong, 3rd June, 1905. [1364

PENSION FRANCAISE AND RESTAURANT.
49, POTTINGER STREET,
TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK.
Terms: $3.50 per day.
Reduced Terms for an Extended Stay.
Hongkong, 13th January, 1905. 100

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,
27, CAINE ROAD.
Hongkong, 19th March, 1904. [761

FIRST-CLASS BOARD & RESIDENCE
AT
"BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road,
(late of "Tang Yuen.")
Hongkong, 27th June, 1905. [1535

TO LET.

FURNISHED ROOM with Board in Private Family.
Apply—
J. D.,
Care of *Daily Press* Office.
Hongkong, 22nd June, 1905. [1498

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.
First floor, No. 12, QUEEN'S ROAD, CENTRAL.
Second floor, Nos. 12 & 14, QUEEN'S ROAD, CENTRAL.
Apply to—
S. BISNEY,
Hongkong Hotel.
Hongkong, 7th June, 1905. 1398

TO LET.

A FIRST-CLASS FURNISHED BEDROOM To Let, with Immediate Possession, in good and healthy locality.
Apply to— "W.,"
Care of *Daily Press* Office.
Hongkong, 12th July, 1905. [1652

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 30th June, 1905. 1568

TO LET

TO LET—FURNISHED.

A FIVE-ROOMED BUNGALOW at the PEAK to end of year.
Apply—
DENISON, RAM & GIBBS.
Hongkong, 9th June, 1905. [1414

TO LET.

"BELLEVUE," PEAK ROAD; from 1st August.
Apply to—
S. A. SETH,
Care of Dairy Farm Co., Ld.
Hongkong, 12th July, 1905. [1651

TO LET.

GODOWN. No. 3, NEW PRAYA, Kennedy Town.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th June, 1905. [1539

TO LET.

NO. 74, CAINE ROAD.
No. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [84

TO LET.

HOUSES Nos. 47, 48, 49 & 50, ELGIN ROAD, KOWLOON; Residential Flats with Sitting-Room, Bed-Room, Bath-Room, Fireplace, Gas Fittings, &c.; entirely European style. Rental very moderate. Possession 1st August, 1905. Apply to—
CHINA MERCHANTS S. N. CO.,
5 & 16, Praya West, Hongkong.
Hongkong, 6th July, 1905. [1614

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.
SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.
Apply to— CHUNG SHUN KOO,
12 & 14, Queen's Road Central.
Hongkong, 24th December, 1904. [92

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 1st June, 1905. 1350

TO LET.

TOP FLOOR, No. 4, Morrison Hill Road, consisting of 2 spacious rooms, large hall, kitchen and bathroom complete.
Apply at 4, Morrison Hill Road.
Hongkong, 30th June, 1905. 1562

TO LET.

NO. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS; PRAYA EAST.
A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ld.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1904. [81

TO LET.

WITH IMMEDIATE POSSESSION "FOREST LODGE" Caine Road.
Apply to—
H. N. MODY.
Hongkong, 2nd May 1905. 1114

TO LET.

IMMEDIATE POSSESSION; No. 2, SELBOURNE VILLAS, (No. 10, KENNEDY ROAD), 8 Roomed House. Servants' quarters detached. Lately renovated throughout.
Apply to—
MOK KOON YUK,
Compradore Office,
Butterfield & Swire.
Hongkong 24th May, 1905. [1225

TO LET.

NOS. 2, 5, 6, BARROW TERRACE, KOWLOON.
THREE NEW HOUSES, CASTLE ROAD, HONGKONG.
Apply to—
SAM WANG CO., LD.,
81, Queen's Road Central.
Hongkong, 12th July, 1905. 1234

TO LET UNFURNISHED—AT THE PEAK.

WITH Immediate Entry. LYEE MUN, BARKER ROAD, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.
Apply to—
RUSSO-CHINESE BANK.
Hongkong, 3rd May, 1905. 1130

TO LET.

SUITABLE for Offices, TWO ROOMS in Prince's Building.
Apply to—
LAUTS, WEGENER & CO.
Hongkong, 4th March, 1905.

TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.
Apply to—
E. A. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 13th May, 1905. [119

FOR SALE OR TO LET.

THE Property known as the BELLE VUE HOTEL, Nagasaki.
Address— J. E. D.,
Care of *Japan Chronicle* Office, Kobe.
Hongkong, 12th July, 1905. [1650

TO LET

TO LET.

NOS. 4 & 5, OBSERVATORY VILLAS, KOWLOON. Five Roomed Houses; Tennis Court.
Apply to—
ARRATOON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 13th June, 1905. [1434

TO LET.

NO. 3, GRANVILLE AVENUE, KOWLOON. Electric light. Immediate possession.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.,
Hongkong, 20th June, 1905. [1477

TO LET.

EYRIE. Unfurnished. Newly repaired, Painted and Colourwashed.
No. 4, BELILIOS TERRACE, 1st Row.
No. 21, „ 3rd Row.
No. 20, „ 3rd Row.
2 FRONT ROOMS in No. 15, Queen's Road Central, (over Messrs. Caldbeck Macgregor & Co.'s premises).
No. 1, DES VŒUX VILLAS.
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.
2ND FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 9th June, 1905. [90

TO LET.

IN Hotel Mansions THREE OFFICES commanding position on Front.
Apply—
M. J. D. STEPHENS, Solicitor,
38 Bank Buildings.
Hongkong, 29th March, 1905. [845

TO LET.

UNFURNISHED at No. 31, CAINE ROAD (Possession 1st October, 1905), SIX-ROOMED HOUSE and Garden. Healthy locality. Three storied building. View of Harbour.
SECOND FLOOR, No. 18, Elgin Street, Possession 1st August, 1905.
Apply to—
CHOW DART TONG,
Care of DARTLY & CO.,
Top Floor No. 19, Queen's Road Central.
Hongkong, 30th June, 1905. [1632

TO LET.

TWO ROOMS and Verandah on the First Floor of the Old Hongkong Club, suitable for Office. Immediate Possession.
Apply to— A. F. J. SOARES,
No. 1, Duddell Street.
Hongkong, 10th July, 1905. [1633

TO LET FURNISHED.

HOUSE in SEYMOUR TERRACE, overlooking the Harbour, with Garden and Tennis Court.
Apply to— "SEYMOUR,"
Care of *Daily Press* Office.
Hongkong, 11th July, 1905. [1643

TO LET.

MEIRION, No. 2, THE PEAK. Immediate possession.
Apply to—
E. JONES HUGHES.
Hongkong, 6th June, 1905. 1166

TO LET OR FOR SALE.

DUNHEVED 33, Robinson Road.
Apply to—
HO U. MING,
81, Queen's Road Central.
Hongkong, 17th June, 1905. 953

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.
Apply— L.,
Care of *Daily Press* Office.
Hongkong, 9th March, 1905. 675

TO LET.

NEW EUROPEAN HOUSES in Cameron and Des Vœux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st June.
Apply to—CHINA MERCHANTS STEAM NAVIGATION CO.,
15 & 16, Connaught Road, Praya W.
Hongkong, 19th April, 1905. [1030

TO LET.

DWELLING HOUSES on Pedder's Hill, occupation from the 1st June.
For Further Particulars, apply to—
DAVID SASSOON & CO., LD.
Hongkong, 6th April, 1905. 907

TO LET.

"PARKSIDE" KOWLOON, a Six Roomed Detached House Standing in its own Grounds, facing the King's Park.
For Particulars, apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 24th May, 1905. [1284

TO LET.

NEW "KINGSCLERE" with Stables, entrances in both Kennedy and MacDonnell Roads.
For full particulars, apply to—
LINSTEAD & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1905. 478

TO LET.

"THE OAK," No. 33, CONDUIT ROAD, Six Roomed House, with Tennis Court.
Apply to— C. F. DE CARVALHO,
Care of H. and S. Bank.
Hongkong, 11th July, 1905. [1179

TO LET.

"TANG YUEN" No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let.
Apply to—
LUK CHEUK MAN,
No. 81, Queen's Road, Central.
Hongkong 12th July, 1905. [1653

CORRESPONDENCE.

METHODS OF THE RUSSIAN BUREAUCRACY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The world is kept well-informed concerning the methods employed in Russia by those who disapprove of the exciting form of government. The Russian Bureaucracy is at pains to advertise the infamy of such as dare oppose its despotic will. What is less understood outside Russia is the desperate length to which the Bureaucracy is now prepared to go in its bitter struggle against all the principles of political freedom. The following document tells its own tale. In its original form it is a broadside of the kind known in Russia as "Proclamations." Any persons caught, or even suspected of, distributing "proclamations" advocating the aims of any of the "opposition" parties of Russia, are summarily dealt with by the authorities, imprisoned, exiled, and otherwise maltreated as "malcontents." The distributors of this document are left untouched by the servants of the bureaucracy. No newspapers dare print in Russia any proclamation emanating from the opposition parties, but the following document, ranking as "loyal," has been printed with impunity by a Moscow evening paper, which throws ridicule upon the hopes of the party therein expressed. In the absence of the punishment, by administrative process without any form of law, which speedily follows upon the publication of anything displeasing to the authorities, it must be taken that this extraordinary document has the tacit approval of the Bureaucracy, in whose interests it appeals to the lowest ranks of the population of Russia. The following is a faithful translation of the original "Proclamation."

"PROCLAMATION.

"May 6/19, 1905.

"Peasants, town-dwellers, working men, "hearken what the gentlefolk are planning. In "the Municipal Councils, and in the Zemstvos, "where the gentry sit, and in the large towns the "lawyers, professors, students, schoolmasters, "ruined landowners, ennobled merchants and "other such gentry, calling themselves the "*intelligentia*, want to reorganise our State in "such wise that instead of the Czar they them-"selves shall rule the Empire. In pursuit of "this end the gentlefolk are creating all kinds "of disorders and seditions: the professors and "students have conspired not to teach or be "taught, the lawyers,—those gossips of the "law-courts,—are insolently demanding at their "meetings constitutions, that is to say, are "demanding that the Czar shall yield his auto-"cratic power to persons elected from among "the gentlefolk; children in the schools in-"structed by their fathers, having stopped "learning, in some of the towns, and have been "going about the streets with flags crying "out, 'Away with the Government and the "Czar!'; the gentlefolk, in order to seize the "reins of power from the Czar by terror, are "killing Ministers and Governors, they have "even killed the Grand Duke Sergius, who was "nowise to blame, as they killed the Czar-"Liberator. Side by side with the gentlefolk "are co-operating also the *intelligentia* among "the Jews, Poles, and Armenians, demanding "likewise constitutions, in order to lord it over "us, Russians born. That highly placed leader "of sedition, the President of the present "Committee of Ministers, Witte, continues to "still further encourage the aliens, promising "to use his best endeavours in their behalf, "especially for the Jews, and this is not sur-"prising for (* passage omitted as too personal, "the sense being: 'A Jew can buy anybody'). "In striking up a friendship with Jews and "other aliens, the desire of the *intelligentia* is to "rob the Czar of his power, or rather to tear the "power out of the hands of the Government, and "to seize into their own hands the Treasury "chest. The Czar, yielding to the gentlefolk, "has already sanctioned the summoning of "trustworthy elected persons, but the gentry "demand that the elected should be themselves "only, and not the peasants, not town-dwellers, "for these in State matters will only express "an opinion, but will leave the decision to the "Czar as autocrat. The gentry, on the "other hand, desire themselves to have the "decision of State affairs, and to make the Czar, "together with the people, obey their decisions. "If the gentlefolk by their audacity, their "terrorism and assassinations, should succeed in "this, little brothers, do you then refuse to "recognise them as the authority and the "government, tear them in pieces, show that in "the Empire you are the power, that there are "a hundred millions of you, and of s the "*intelligentia* there'll not be even five millions. "The elect of the Czar must you be; you must "tell him your views. Remember the saying: "'It is for the people to hold opinion, but for "the Czar to give decision.' The opinions "of the gentry will be always in their own "favour. We see every day how the gentry "lord it in the towns and in the Zemstvos, "squeezing the Zemstvo taxes out of the "peasants. Often enough they sell your "last cow for these taxes. The children demand "milk of their mother, and the unhappy mother "only cries bitterly. Or take for example the "Moscow Municipal Council, which consists "of festering *intelligentia*, where the Mayor, "Prince Golitsin, receives by appointment of "the members of the Municipal Council, a salary "of thirty thousand roubles a year. The town "engineers receive tens of thousands, and then "there are besides the contracts, public works, "out of which they all make money. Or take "for example the Zemstvo-member, well known "in Russia, of the Province of Tver, Petrunke-"vich, who made a fortune for himself out of "the building of a Zemstvo hospital; the same "thing occurred in the Kursk Zemstvo with its "president, Raevsky. Almost all Zemstvo and "municipal bodies are gangs of thieves in the "interests of the gentry.

"It is the seditious gentry that have brought "into our lives disorder and rebellion; it is they "that deny the Czar because they want to stand "in his place themselves; deny the Orthodox "Faith because they do not believe in God at "all; deny their fatherland because they are "co-operating with the enemies of the father-"land, with Jews, Poles, and other aliens, and "are slaying their own brothers, the servants "of the Czar, and destroying the Empire. "Long enough have we endured this riffraff "*intelligentia*. Let us form ourselves into "clubs, let us draw up lists of all the rebels and "rioters in towns and villages, and we will "smash them, each as he best can and with "what he finds most convenient, by night from "a dark corner, or through their windows. "Against worthless rascals all means are good.

"THE UNION OF THE PEOPLE."

This extraordinary appeal to the lowest depths of Russian ignorance is issued anonymously. Its general tone and even individual phrases are to be found in the columns of the *Moscow Gazette*, a subsidised Government organ, and the *Russkoe Dilo*, edited by Messrs. Gringmuth and Sharapov respectively. Typographic experts declare that there is no doubt the leaflet was printed on the presses of the *Moscow Gazette*. The anonymous "Union of the People" is thus clearly connected with the "Monarchical Party," whose avowed aims are the restoration of the *status quo ante bellum*, a policy which, if practicable, can only mean a return to the days of the Iron Nicholas of half a century ago. The leaders of this party are protegés of the late notorious Minister of the Interior, M. von Plehwe, "executed" by the revolutionaries some twelve months ago. The members are mostly place-holders under the Bureaucracy together with a prinkling of sincere, if misguided, *laudatores temporis acti*.

Attention should be called to the mention of "Aliens," the word used in Russian equally signifying "Foreigners": if this proclamation were to have the effect presumably hoped for by its authors, it is too much to expect that an excited mob of peasantry will make any distinction between foreigners proper and Russian "aliens." Therefore there seems ground for anticipating danger to the lives of foreigners resident in outlying parts of the Empire, small towns and rural districts. In the larger towns it is probable the teaching of this "Union" will fail entirely owing to the superior strength of the workmen, who are better informed than to credit such statements as the above "Proclamation" makes about the educated classes.

The calculation of the party ultimately responsible for the policy advocated in this appeal to the ignorant is, in Russia, both simple and practical. It is hoped to rouse the proletariat and utilise them to cow the educated or superior classes, the Government meanwhile standing aside, playing Gallio, in convenient ignorance of passing events. This eminently Russian method was illustrated not long ago during the Jewish Massacres at Kishinev, and still more recently at Baku. On a smaller scale it is being illustrated almost daily in one or other of the smaller centres of European Russia. When the common herd of the ignorant have terrorised the *intelligentia* the Bureaucracy in the natural course of things Russian, will send in the military to "restore order," killing freely in the name of outraged justice. The outer world of civilisation, to whose comments the Russian is peculiarly sensitive, must approve even the most drastic methods of punishment for those guilty of brutally maltreating their betters. It is, of course, hoped that Europe will never know (and if suspecting she will never be in a position to prove culpability) the secret springs which have set the proletariat in motion. The above "Proclamation" exhibits pretty plainly some of the secret movements of the machinery: for which reason it should be given the widest publicity outside the Russian Empire.

VICTOR E. MARSDEN, M.A.

50, Tverskoy Boulevard,
Moscow.

May 26th, 1905.

SHIPPING INSURANCE FRAUD.

HOLES BORED IN A VESSEL.

Remarkable evidence was given during the trial at Dumfries on May 9th of a sea captain named William Stewart, who was charged with scuttling the vessel *Margaret*, of Greenock, belonging to his wife, and also with having obtained insurance money by fraud. The proceedings were instituted in consequence of a statement made to the police by a seaman named William Elliott, who was the principal witness. Elliott said the captain frequently spoke of getting rid of the vessel, as she was old, and of procuring a bigger, one with the insurance money. One night they bored four holes in the vessel below the water-line, and plugs were inserted. The vessel was afterwards laden with sand and gravel, and Elliott agreed to sink her on the way to Glasgow. The captain said that it would look better if he remained ashore. After putting to sea Elliott (according to his story) repented, and put into Lamlash. Here he wired for Stewart to come and take charge of the ship, in order that the captain "might do his own dirty work."

Stewart failed to put in an appearance, and after waiting several days Elliott put to sea again. A storm was encountered, and Elliott admitted that he removed two plugs, but this was to give her sail ballast in order to beach her. The ship struck some floating wreckage and went down. Elliott added that he informed the police because he had quarrelled with Stewart in consequence of his refusal to allow him to get away to see his lunatic son, who was being sent to an asylum. Other evidence was given to the effect that Stewart obtained £400 for a cargo of oats and cheese, which he pretended was on board. A brother-in-law of Stewart said the captain asked him as a favour to give him an invoice for oats and cheese to the value of £398, which goods he had never supplied.

Lord Kingsburgh (the Judge) said the witness might consider himself extremely fortunate in not being in the dock.

Stewart was found guilty of obtaining insurance money by fraud. The charge of scuttling the ship was not proven. Accused was sentenced to three years' penal servitude.

AMERICAN CABINET CHANGES.

The Manila *Cablenews* publishes the following:—Washington, July 7.—The changes in the Cabinet in the last few days have altered its complexion radically, Elihu Root, the former secretary of war has been appointed secretary of state to succeed the late John Hay who was buried to-day in Cleveland.

Charles. J. Bonaparte, the eminent lawyer, of Baltimore, takes the place of Paul Morton as secretary of the navy. The latter retires into private life. The appointment of Root has been not unexpected since the critical illness of Hay. Indeed, when the latter went abroad to seek a cure for the disease of the heart which was troubling him, Root had already been consulted by President Roosevelt.

Root, it will be remembered, left the cabinet a year and a half ago, when he resigned the portfolio of war, and went to practice law in New York city. At that time he announced that he would not hold public office again. He was urged to this step by his own desires and by those of his wife who does not like Washington society but who finds the "400" of New York agreeable.

CABLE RATES TO THE FAR EAST.

DEPUTATION TO MR. A. CHAMBERLAIN.

On June 8th at the Treasury, the Chancellor of the Exchequer received a deputation of members of Parliament and business men, who desired to press for a reduction in the cable rates to India, China, and West Africa. Sir Edward Sassoon, Chairman of the Telegraphs Committee of the House of Commons, introduced the deputation.

Mr. Austen Chamberlain, in reply, said the subjects brought before him often, in their individual aspects, touched more nearly other departments than his own, and he would convey them to the Government departments concerned. There had been some indication of conflicting views among the deputation, and even in the mind of the same gentleman. He (the Chancellor) attached much importance to the network of British cables which we already possessed. Those were, in the main, due to private enterprise, and for himself he would never choose Government enterprise in these matters, where private enterprise showed itself capable and willing to undertake the work. Although he would gladly welcome a reduction in cable rates anywhere, he could not see that British rates to West Africa, for instance, compared unfavourably with the rates to French possessions in West Africa. As to India, he did not think the great increase in cable traffic in recent years was wholly due to the reduction in rates. He could inform the deputation, however, that in a few months the rate to India would be reduced from 2s. 6d. to 2s. a word. Reference had been made to the working of the Pacific cable, especially with regard to the action of Australia. A conference was shortly to meet to discuss the matter, and it would be premature and almost impertinent to enter into the arguments on one side or the other. As the deputation withdrew Mr. Chamberlain announced that the cable rates to Egypt had been reduced to 1s. a word.

A FIGHT WITH A CHINESE PANTHER.

A few days ago, on entering a small town in Hupeh, the *N. C. Daily News'* correspondent's advent was looked upon as heaven-sent, and he was heartily welcomed. He writes: "On enquiring why I was thus greeted, the inhabitants told me of a fight with a panther (or tiger as they called it) on the previous day. The beast came down from the hills, and attacked a man in the fields. On others coming to his aid, the panther bolted into a village, and took refuge in a house. The inhabitants fastened the door from the outside, and then a siege commenced. The village was only a short distance from the town of Luchiapu, so many of the young men went out to take part in the fray. Some genius suggested putting lighted torches through the window. This being done, the panther made a dash, and the sparks set fire to some straw on a bed. In a few minutes the house was on fire. The panther made a dash through the low roof, and fell amongst the crowd. Six men bore traces of tooth and claw ere the beast was killed. One man had an ugly wound at the nape of his neck, three inches long and about an inch deep. The sinew of his arm seemed to be severed, and he could not move the left arm. There were smaller wounds on different parts of his body. Dressings were in big demand, and after attending to the wounded, I went to the scene of the fray. The house was almost wrecked, and charred wood lay all round, but the propietor seemed quite happy. Strange to say, no one in the house had been injured, and the sale of the panther's skin, flesh and bones, would pay for house repairs, and leave the proprietor a profit. The skin of the beast was nailed out on a door, and measured almost 5 feet from the head to the root of the tail."

LINEVITCH AND DISCIPLINE.

A correspondent at Warsaw states that private letters arriving there from the Far East were full of the strong measures that General Linevitch was taking to restore discipline in the demoralised Russian Army. A subaltern wrote:—

Thanks to our new Commander, everything is changed here, and even bribes do not make life easier for the rich officers. It is not allowed to mess as before; we must be content with plain fare. All the cooks are in despair, but as Linevitch eats little better food than his *denschik* (orderly) there is no way out of it. It was well known here that every officer who could afford to put some money into the hands of the medical commissions could get an "unfit" certificate to go home. Kuropatkin paid no attention to this, but Linevitch caught a *poruchik* (lieutenant) just as he was leaving for Harbin en route for Moscow, and sent him to another doctor to be examined. The doctor said he was as sound as a drum. "Send the dog's son back to his regiment," ordered Linevitch, "and hang the doctor who wrote the certificate, that the whole Army may know what comes upon those who are afraid of their duty. I'll have no lying bribe-snatchers here." Linevitch, indeed, hangs for everything. As to us we fret at the order of things, and find it hard work, but the old man is right. Nobody calls him *batuschka* (father) as they did Kuropatkin, but all do his bidding. They say, adds the subaltern, the *duh* (spirit) of the Japanese has entered into Linevitch.

GENERAL ORDERS

BY MAJOR GENERAL VILLIERS HATTON, C.B.
Commanding the Troops in South China.

HEAD QUARTERS,
HONGKONG, 12th July, 1905.

Leave G.O.C.—No. 164. During the absence on leave to the neighbouring countries of Major General V. Hatton, C.B., the command of the troops in South China will devolve upon Colonel C. H. Darling, C.R.E., from the 13th July, 1905.

Gazette India.—No. 165. The following extract from the Gazette of India is published for information:—The following promotions are made, subject to His Majesty's approval: Second-Lieutenants to be Lieutenants, 6th July, 1905. Frederick Sinclair Lindsay, 129th Duke of Connaught's Own Baluchis. The following promotions are made in the undermentioned regiments: 119th Infantry (The Mooltan Regiment). Color-Havildar Hira Gujar to be Jedar, vice Subadar Gaya Bakhsh Sing, seconded; with effect from the 1st February, 1905.

Passes Lost.—No. 166. Works Passes numbers 2502, 2503, 2510, 2512, 2533 and 2534, having been lost are hereby cancelled. Commanders of Fort Guards should be notified accordingly.

Leave cancelled.—No. 167. With reference to Garrison Order, No. 1 of 12th May, 1905, Lieut. C. H. R. Chesney, Royal Engineers, having returned from leave of absence the unexpired portion viz:—9th-10th July, 1905, is hereby cancelled.

Board of Officers.—No. 168. A board of officers composed as under will assemble at Victoria Barracks at 10 a.m. on Monday, the 17th instant, for the purpose of enquiring into the cause of loss of South Africa Medal with two clasps of No. 28556, Gunner W. Geoghegan, 83 Company, R.G.A., and any others that may be brought before it. President: Capt. M. L. Mcdonell, Royal Garrison Artillery. Members: An Officer, Royal Engineers; An Officer, 2nd Royal West Kent Regt. The attention of the board is directed to para. 2042, King's Regulations. All witnesses duly required to attend. Proceedings to be forwarded to the Chief Staff Officer.

A. A. CHICHESTER, Major,
D.A.A.G.

AN "INDEPENDENCE DAY" DISAPPOINTMENT.

The *Manila Times* reports that thousands of people were disappointed on the 4th July about the balloon ascension, which failed to take place. It was scheduled for 10.30 a.m.

Aeronaut Gibbs was on hand at 10 a.m. but was obliged to return to his home in Paco for his parachute which he had forgotten. It was almost twelve o'clock when he returned in company with Mr. Probasco, one of the members of the committee on arrangements. Gibbs proceeded at once to complete arrangements for the aerial trip, preparing his parachute and inflating his balloon. By the time the big balloon was inflated it was after 12 o'clock; the weather had changed and rain was falling, which greatly interfered with operations, the big air ship gradually dropping over to one side from the effects of the rain thus allowing the gas to escape.

The weather was ideal for the ascent during the early morning hours, a light breeze blowing in from the bay. The walls around the old city were thronged with people and thousands congregated along Calle Bagumbayan, many of whom remained through the drenching shower, until the balloon had been completely emptied of gas.

AN ENGLISH CHAI.

Among the recent arrivals in North China from England are Mr. and Mrs. Y. H. Shaw. Mr. Shaw, though having an English name, is a Chinese of the mandarin class, and has just completed a term of office at the Chinese Legation in London. While in England he married an English wife, said to be a young lady of much personal charm who now accompanies him to her future home. Mr. Shaw is a native of one of the inland provinces in the south. Mr. and Mrs. Shaw, says a local journal, speak with evidently agreeable recollections of their nuptial ceremony, which took place at the Marylebone Church, near the Chinese Legation and attracted much notice at the time in the London newspapers. Mr. Shaw is a very young official of good address, speaking English fluently and accurately, and is well acquainted with Western ideas, including the ideas of Western women. We fervently hope that Mrs. Shaw will find herself *chai*, not *chip*.

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Hongkong, 4th October, 1903.

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,500
RESERVE FUND 110,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.
ON FIXED DEPOSITS—
For 12 months.....4 %
" 6 " 3½%
" 3 " 2½%

A. R. LINTON,
Acting Manager.

Hongkong, 30th June, 1905. 26

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS
AUTHORISED ... ...Gold $10,000,000
CAPITAL PAID UP... ... ...Gold $3,250,000
RESERVE FUND ... ...Gold $3,250,000
HEAD OFFICE: New York.
LONDON OFFICE: Threadneedle House, E.C.
Branches and Agents all over the World.
LONDON BANKERS.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
UNION OF LONDON AND SMITH'S BANK, LIMITED.
BRITISH LINEN COMPANY BANK
The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Voeux Road,
Hongkong, 26th May, 1905. [1062

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902

THE DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau, Tainanfu.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. 82

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£875,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances
Fixed Deposits for 12 months 4 per cent
" " 6 " 3½ "
" " 3 " 2½ "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. 29

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND—
STERLING RESERVE...$10,000,000
SILVER RESERVE ... 8,000,000
$18,000,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS.
H. A. W. SLADE, Esq.—Chairman.
A. HAUPT, Esq.—Deputy Chairman.
Hon. C. W. Dickson, H. Schubart, Esq.
E. Goetz, Esq. E. Shellim, Esq.
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A. J. Raymond, Esq. Hon. R. Shewan
F. Salinger, Esq.

CHIEF MANAGER
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

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On Current Account at the rate of Two per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. 23

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ..... " 18,000,000
CAPITAL UNCALLED ..... " 6,000,000
RESERVE FUND..... " 9,720,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.
Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang, Dalny, Peking, Mukden, Port Arthur, Chefoo

LONDON BANKERS,
THE LONDON JOINT STOCK BANK, LIMITED.
PARR'S BANK, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " 6 " 4% "
" " " 3 " 3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd May, 1905. 27

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED .....Yen 5,000,000
CAPITAL PAID-UP ..... " 2,500,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Kobe, Tainan, Anping, Nagasaki, Tamsui, Foochow, Osaka, Tokio, Keelung, Shanghai, Yokohama

HONGKONG OFFICE:
4, QUEEN'S ROAD.
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November, 1904. [1121

SHIPPING.

ARRIVALS.

BENLARIG, British str., 2,510, Wallace, 12th July,—London and Singapore 6th July, General.—Gibb, Livingston & Co.

BRAND, Norwegian str., 1,519, J. Johannesen, 12th July,—Chinkiang 6th July, Rice.—Chinese.

CARL DIEDERICHSEN, German str., 774, H. Schlakker, 12th July,—Haiphong via Hoihow 8th July, General.—Jebsen & Co.

CARL MENZELL, German str., 984, G. Cornand, 11th July,—Cebu 7th July, Ballast.—East Asiatic Trading Co.

CASTOR, Norwegian str., 774, John Martin, 12th July,—Singapore 5th July, Petroleum.—Chinese.

CHUNSANG, British str., 1,418, R. Cox, 12th July,—Pekalongar 3rd July, Sugar.—Jardine, Matheson & Co.

CLAN MACKENZIE, British str., 1,921, G. W. Wittman, 14th July,—Kobe 6th July, General.—Arnhold, Karberg & Co.

HELVARD, Norwegian str., 1,100, Andersen, 11th July,—Chinkiang 4th July, Sugar.—Chinese.

KATHERINE PARK, British str., 3,700, Copp, 12th July,—Chefoo 5th July, Coolies.—Gibb, Livingston & Co.

MACHEW, German str., 295, Harjes, 12th July,—Bangkok 6th July, General.—Butterfield & Swire.

SAESEE, German str., 998, F. Rehwoldt, 12th July,—Bangkok 5th July, Rice.—Melchers & Co.

TAISHAN, British str., 1,121, J. T. Laing, 12th July,—Iloilo 8th July, Sugar.—Bradley & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
12th July.

Adato, British str., for Calcutta.
Australian, British str., for Port Darwin.
Castor, Norwegian str., for Tientsin.
Ischia, Italian str., for Singapore.

DEPARTURES.

12th July.

AMIGO, German str., for Haiphong.
BLACKHEAD, British str., for Canton.
EMPRESS OF JAPAN, British str., for Vancouver.
HANOI, French str., for Hoihow.
IPHIGENIA, British cruiser, for Weihaiwei.
JACOB DIEDERICHSEN, Ger. str., for Hoihow.
KEEMUN, British str., for Nagasaki.
OANFA, British str., for Singapore.
PALMA, British str., for London.
SUNGKIANG, British str., for Iloilo.

SHIPPING REPORTS.

The German str. *Machew* reports: Fine weather and light south-ly winds.

The British str. *Clan Mackenzie* reports: Light to moderate variable winds, smooth sea and fine weather.

The British str. *Taishan* reports: Light N. and N.W. winds, smooth, clear and fine throughout.

VESSELS PASSED ANJER.

June, 21, British hospital ship *Whampoa*, Bramwell, from Chefoo via Singapore for Odessa.

June 23, British str. *Islander*, Wright, June 22, from Christmas Island for Singapore.

June 23, British str. *Moyune*, Campbell, June 23, from Batavia for Amsterdam.

June 23, British str. *Baron Balfour*, Bridger, April 20, from Cardiff for Tandjong Priok.

June 23, Norw. bge. *Thekla*, Samuelsen, March 8, from Pensacola for Samarang.

June 23, British str. *Dunbar*, Campbell, June 23, from Batavia for Durban.

June 23, Dutch str. *Bali*, Potjewyde, June 23, from Batavia for Amsterdam.

June 24, British str. *Susquehanna*, Calverwell, May 21, from Delagoa Bay for Batavia.

June 24, British str. *Nestor*, Day, June 24, from Batavia for Amsterdam.

June 24, British str. *Ripley*, Leith, June 24, from Batavia for Port Said.

June 27, German str. *Offenbach*, Schutt, June 26, from Tjilatjap for Batavia.

VESSELS IN DOCK.

12th July.

ABERDEEN DOCKS.—*Kampoi.*
KOWLOON DOCKS.—*Travancore, Humber, Germania, Taiyuan, Hoching.*
COSMOPOLITAN DOCK.—*Manchu, Chowtai.*

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA MANILA, &c.	PALMA	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	About 12th inst.
LONDON, &c., VIA PORTS OF CALL	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 20th inst.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th inst.
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP	PAKLING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th Aug.
MARSEILLES, &c., VIA PORTS OF CALL	TOURANE	Fren. str.	—	Girard	MESSAGERIES MARITIMES	On 25th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	—	F. v. Letten Petersen	MELCHERS & Co.	On 19th inst., at Noon.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k. w.	Schulke	HAMBURG-AMERIKA LINIE	On 29th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Ehlers	HAMBURG-AMERIKA LINIE	On 9th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Lüning	HAMBURG-AMERIKA LINIE	On 23rd Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	RHENANIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 6th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	v. Doehren	HAMBURG-AMERIKA LINIE	On 20th Sept
COPENHAGEN VIA SINGAPORE & COLOMBO	MONTEBLANC	Nor. str.	—		MELCHERS & Co.	Quick despatch.
TRIESTE, &c., VIA SINGAPORE, &c.	CHINA	Aus. str.	—	Tomanovich	SANDER, WIELER & Co.	On 29th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	STENTOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th Aug.
NEW YORK & BOSTON	AFRICAN PRINCE	Am. str.	—	MacFarlane	ARNHOLD, KARBERG & Co.	About 12th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	—		STANDARD OIL Co.	About 25th inst.
NEW YORK	VERONA	Ger. str.	—	Dobronz	CARLOWITZ & Co.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAWADI	Brit. str.	—		SHEWAN, TOMES & Co.	On 31st inst.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	—		DODWELL & Co., LD.	About 4th Aug.
NEW YORK VIA SUEZ	VANDALIA	Ger. str.	k. w.	Haase	HAMBURG-AMERIKA LINIE	Quick despatch.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPRESS OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. Co.	On 2nd Aug.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. Co.	On 9th Aug.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	KEEMUN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & Co., LIMITED.	On 20th inst
PORTLAND, OREGON VIA SHANGHAI, &c.	NUMANTIA	Ger. str.	—	Brehmer	PORTLAND & ASIATIC S.S. Co.	On 22nd inst., at Daylight.
AUSTRALIAN PORTS VIA MANILA, &c.	CHINGTU	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
AUSTRALIAN PORTS	PRINZ WALDEMAR	Ger. str.	—	Wolterss	MELCHERS & Co.	On 25th inst., at Noon.
MOJI & KOBE	MAZAGON	Brit. str.	—	W. H. S. Hall	P. & O. S. N. Co.	About 13th inst.
KOBE	TAIYUAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th inst.
JAPAN VIA SHANGHAI	TJILATJAP	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
CHEFOO & NEWCHWANG	HUPEH	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th inst.
TIENTSIN	WOSANG	Brit. str.	—		JARDINE, MATHESON & Co.	On 18th inst., at 3 P.M.
SHANGHAI	COROMANDEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 13th inst.
SHANGHAI VIA SWATOW	FAUSANG	Brit. str.	—		JARDINE, MATHESON & Co.	To-morrow, at 3 P.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	FRITHJOF	Ger. str.	—	A. Hansen	OSAKA SHOSEN KAISHA	On 16th inst.
SHANGHAI	KWEILIN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th inst.
SHANGHAI	TAKSANG	Brit. str.	—		JARDINE, MATHESON & Co.	On 18th inst., at 3 P.M.
SHANGHAI VIA NINGPO	WAISHING	Brit. str.	—		JARDINE, MATHESON & Co.	On 21st inst., at 3 P.M.
TAMSUI VIA SWATOW & AMOY	TRIUMPH	Ger. str.	—	H. A. Haraldsen	OSAKA SHOSEN KAISHA	On 16th inst., at 8 A.M.
TAMSUI VIA SWATOW & AMOY	PROTEUS	Ger. str.	—	Krabbe	OSAKA SHOSEN KAISHA	On 23rd inst., at 8 A.M.
ANPING VIA SWATOW & AMOY	PROMISE	Ger. str.	—	Thorstensen	OSAKA SHOSEN KAISHA	About 15th inst.
AMOY, STRAITS & RANGOON	PUNDUA	Brit. str.	—	Swanson	JARDINE, MATHESON & Co.	On 16th inst., at Daylight.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	Hodgins	DOUGLAS LAPRAIK & Co.	To-morrow, at 10 A.M.
SWATOW, CHEFOO, WEIHAIWEI & TIENTSIN	CHIHLI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th inst
MANILA	LOONGSANG	Brit. str.	—		JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
MANILA	RUBI	Brit. str.	—	A. H. Notley	SHEWAN, TOMES & Co.	On 15th inst., at Noon.
MANILA	TAMING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th inst.
MANILA	YUENSANG	Brit. str.	—		JARDINE, MATHESON & Co.	On 21st inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 22nd inst., at Noon.
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
SINGAPORE, SOURABAYA & SAMARANG	HINSANG	Brit. str.	—		JARDINE, MATHESON & Co.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LAIFANG	Brit. str.	—		JARDINE, MATHESON & Co.	On 18th inst., at Noon.
SINGAPORE, SOURABAYA & SAMARANG	CHUNSANG	Brit. str.	—		JARDINE, MATHESON & Co.	On 21st inst., at 3 P.M.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above ports TO-MORROW, the 14th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 11th July, 1905. [1649

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain Swanson, will be despatched as above on SUNDAY, the 16th July, at DAYLIGHT.

For Freight or Passage apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 11th July, 1905. [1648

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TOURANE,"

Captain Girard, will be despatched for MARSEILLES on TUESDAY, the 25th July, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:
S.S. "TONKIN" ... ... 8th Aug.
S.S. "SYDNEY" ... ... 22nd Aug.
S.S. "ARMAND BEHIC" ... 5th Sept.

G. DE CHAMPEAUX,
Agent.

Hongkong, 12th July, 1905. [2

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING VIA SWATOW AND AMOY	"PROMISE" THORSTENSEN	About SATURDAY, 15th July.
TAMSUI VIA SWATOW AND AMOY	"TRIUMPH" H. A. HARALDSEN	SUNDAY, 16th July, at 8 A.M.
* SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"FRITHJOF" A. HANSEN	SUNDAY, 16th July.
TAMSUI VIA SWATOW AND AMOY	"PROTEUS" KRABBE	SUNDAY, 23rd July, at 8 A.M.

* Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vœux Road Central.

Hongkong, 12th July, 1905 T. ARIMA, Manager. [14

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP VIA MANILA, SINGAPORE, PENANG, COLOMBO, PORT SAID, SUEZ & MARSEILLES	PALMA ... G. W. Cookman, R.N.R.	About 12th July	Freight only.
MOJI and KOBE	MAZAGON ... W. H. S. Hall	About 13th July	Freight only.
SHANGHAI	COROMANDEL ... G. M. Montford, R.N.R.	About 13th July	Freight and Passage.
LONDON, &c.	SIMLA ... C. D. Goldsmith, R.N.R.	Noon, 15th July	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	JAVA ... S. Barcham	About 20th July	Freight and Passage.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 13th July, 1905. [1

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	Thursday, July 20th
TREMONT	9,606	T. W. Garlick	Tuesday, August 8th

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.
Hongkong, 26th June, 1905. [7

HAMBURG-AMERIKA LINIE

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BRISGAVIA ..... Capt. Russ	HAVRE, ANTWERP & HAMBURG (Calling at Singapore, Penang and Colombo)	On 17th July.	Freight.
SITHONIA ..... Capt. Hildebrandt	HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 20th July.	Freight.
ACILIA ..... Capt. Schülke	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th July.	Freight.
SPEZIA ..... Capt. Ehlers	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 9th Aug.	Freight.
SAMBIA ..... Capt. Lüning	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 23rd Aug.	Freight.
* RHENANIA ..... Capt. Förck	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 6th Sept.	Freight & Passengers.
* SCANDIA ..... Capt. v. Doehren	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 20th Sept.	Freight & Passengers.
VANDALIA ..... Capt. Haase	NEW YORK VIA SUEZ with liberty to call at the Malabar coast	About begining of October.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified doctor and stewardesses are carried.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

12

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN" ... Captain J. C. Williamson.
S.S. "INDRAVELLI" ... Captain S. Callington.
S.S. "COURTFIELD" ... Captain J. W. Martin.
S.S. "CRANLEY" ... Captain W. E. Steele.
S.S. "IKBAL" ... Captain M. Robertson.
S.S. "ASCOT" ... Captain C. E. Cox.
S.S. "SIKH" ... Captain J. Rowley.
S.S. "INKULA" ... Captain Dean.
S.S. "KATHERINE PARK" ... Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 10th February, 1905. [19

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. H. Notley	Manila.	Sat., 15th July, Noon.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 22nd July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 9th July, 1905. [15

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAWADI" ... ... On 31st July.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 30th June, 1905. [1004

VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON.

With liberty to call at the Malabar Coast.

THE Steamship

"AFRICAN PRINCE,"

Captain MacFarlane, will be despatched for the above ports on or about the 12th July.

For Freight, apply to
ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 28th June, 1905. [1521

THE PENINSULAR AND ORIENTAL STEAM-NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"

Captain C. D. Goldsmith, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 15th July, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Marmora," 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 27th August, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 3rd July, 1905. [1

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 25th July, at NOON, the Steamship "PRINZ WALDEMAR," Captain Wolterss, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD,
For Further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 3rd July, 1905. [1590

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"KENNEBEC,"

will be despatched on or about the 25th July.

For Freight & further information, apply to
STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department.
4, Des Vœux Road, Central.

Hongkong, 5th July, 1905. [1118

DAMPFSCHIFFS-REEDEREI "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

With Liberty to Call at the Malabar Coast.

THE Steamship

"VERONA,"

Captain Dobronz, will be despatched for the above port on or about TUESDAY, the 25th July.

To be followed by the Steamship
"ALBENGA,"
Captain Petersen, on or about end of August.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 19th June, 1905. [1468

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905.	About
"ST. HUGO"	4th Aug.
"SHIMOSA"	to follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 4th July, 1905. [983

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits

FARES—(week days) 1st Class (including cabin and servant), Single $3, Return Ticket $5 2nd Class $1. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:

1st and 2nd Class, Single Ticket $1, Return $2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.

Meals can be had on board.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of $2.

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged $3 extra.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.
2nd Floor, 16, Victor Street.

Hongkong, 7th October, 12 1904.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.
OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"PATROCLUS"	On 14th July.
GLASGOW and LIVERPOOL...	"PAKLING"	On 18th July.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 28th July.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL...	"MACHAON"	On 4th August.
GLASGOW and LIVERPOOL...	"ORESTES"	On 5th August.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL...	"OCPACK"	On 9th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
* GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, ARSTERDAM and ANTWERP	"AJAX"	On 1st August.
LONDON, ARSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
* GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.
LONDON,—AMSTERDAM and ANTWERP	"PAKLING"	On 28th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.
Operating in conjunction with
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 17th July.
	"MACHAON"	On 7th August.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS"	On 15th July.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 30th June, 1905. [9.10

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	‡ * "CHINGTU"	On 14th July.
CEBU and ILOILO	* "KAIFONG"	On 14th July.
KOBE	* "TAIYUAN"	On 15th July.
CHEFOO and NEWCHWANG	"HUPEH"	On 15th July.
SHANGHAI	† "KWEILIN"	On 17th July.
MANILA	* "TAMING"	On 18th July.
SWATOW, CHEFOO, WEIHAIWEI and TIENTSIN	"CHIHLI"	On 18th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 13th July, 1905. [11

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG S'HAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR **PORTLAND, OREGON**
OPERATING IN CONNECTION WITH THE **OREGON RAILROAD & NAVIGATION CO.**

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NUMANTIA"	4,370	Brehmer	July 22nd, 1905.
"ARABIA"	4,483	Metzenthin	August 12th, 1905.
"ARAGONIA"	5,198	Schuldt	September 1st, 1905.
"NICOMEDIA"	4,370	Wagemann	September 26th, 1905.

Through Bills of Lading issued to Pacific Coast Points and Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 12th July, 1905. [13

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACE IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.		SAILING DATES. 1905
SACHSEN	WEDNESDAY	19th July
SCHARNHORST	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
ROON	WEDNESDAY	27th September
BAYERN	WEDNESDAY	11th October
GNEISENAU	WEDNESDAY	25th October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 19th day of JULY, 1905, at NOON, the Steamship "SACHSEN," Captain F. v. Letten-Petersson, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 17th July. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 18th July.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 4th July, 1905. 5

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
* MANILA	"LOONGSANG"	Friday, 14th July, 4 P.M.
SINGAPORE, SOURABAYA and SAMARANG	"HINSANG"	Friday, 14th July, 3 P.M.
† SHANGHAI VIA SWATOW	"FAUSANG"	Friday, 14th July, 3 P.M.
TIENTSIN	"WOSANG"	Tuesday, 18th July, 3 P.M.
*SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 18th July, Noon.
† SHANGHAI	"TAKSANG"	Tuesday, 18th July, 3 P.M.
† SHANGHAI VIA NINGPO	"WAISHING"	Friday, 21st July, 3 P.M.
* MANILA	"YUENSANG"	Friday, 21st July, 4 P.M.
SINGAPORE, SOURABAYA and SAMARANG	"CHUNSANG"	Friday, 21st July, 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtsze Ports.
For Freight or Passage, apply to JARDINE, MATHESON & CO.,
Hongkong, 13th July, 1905. GENERAL MANAGERS. [18

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

"EMPRESS OF CHINA"	6,000 Tons Com. R. Archibald, R.N.R.	WEDNESDAY,	2nd Aug.
"ATHENIAN"	3,882 Tons Com. S. Robinson, R.N.R.	WEDNESDAY,	9th Aug.
"EMPRESS OF INDIA"	6,000 Tons Com. E. Beetham, R.N.R.	WEDNESDAY,	23rd Aug.
"TARTAR"	4,425 Tons Com. W. Davison, R.N.R.	WEDNESDAY,	13th Sept.
"EMPRESS OF JAPAN"	6,000 Tons Com. H. Pybus, R.N.R.	WEDNESDAY,	20th Sept.

Hongkong to London, 1st Class ..... via St. Lawrence £60. via New York £62
" " Intermediate on Steamers, and 1st Class Rail ..... " £40. " " £42.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIP passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN," carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN General Agent,
9, Pedder Street.
6]

VESSELS ON THE BERTH

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO AND COPENHAGEN.
THE Chartered Norwegian Steamship
"MONTBLANC,"
will be ready to load for the above places on or about THURSDAY, the 20th inst.
For Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 7th July, 1905. [1623

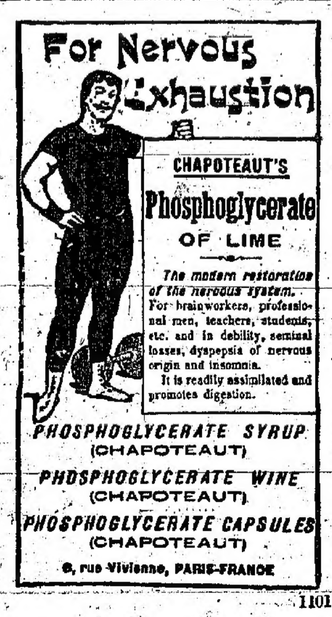
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.
Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship
"CHINA,"
Captain Tomanovich, will be despatched as above on SATURDAY, the 29th inst., P.M.
This steamer has capital accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 8th July, 1905 [3

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JULY to DECEMBER, 1904. With INDEX. Price $7.50.
On sale at the *Hongkong Daily Press* Office
Hongkong 25th February, 1905

MARTIN'S APIOL & STEEL PILLS For Ladies.
A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or postfree of MARTIN, Chemist SOUTHAMPTON, ENGLAND.
76



SHIPPING IN PORT.

STEAMERS.

ADATO, British str., 2,145, Robt. Stewart, 4th July,—Moji 27th June, Coal.—Order.
ALDERSHOT, British str., 1,364, Adam, 24th July,—Chinkiang 20th June, General.—Dodwell & Co.
AUSTRALIAN, British str., 1,873, W. G. McArthur, 11th July,—Kobe 6th July, General.—Gibb, Livingston & Co.
BARON FAIRLIE, British steamer, 2,323, J. I. Ullstrom, 6th July,—Calcutta 19th June, Coal.—Order.
BLACKHEATH, British str., 1,719, W. T. Sherborn, 11th July,—Wuhu and Chinkiang 7th July, General.—Dodwell & Co.
BOURBON, French str., 991, Sisco, 10th July,—Saigon 7th July, General.—Chinese.
CHILDAR, Norwegian str., 1,102, Arnesen, 9th July,—Calcutta 23rd June, Coal.—Aagaard, Thoresen & Co.
CHIYUEN, Chinese str., 1,360, Chas. Stewart, 9th July,—Shanghai 5th July, General.—Chinese.
CHOWFA, German str., 1,055, T. Spiesen, 10th July,—Bangkok and Swatow 9th July, Rice and Wood.—Butterfield & Swire.
CHOWTAI, German str., 1,115, H. Textor, 6th July,—Bangkok 29th June, Rice.—Butterfield & Swire.
CYRUS, British str., 2,174, J. W. Knox, 11th July,—Calcutta 23rd June, Coal.—Order.
DRUFAE, Norwegian str., 1,102, Jens Bing, 17th June,—Hamburg 1st May, General.—Aagaard, Thoresen & Co.
EVA, Norwegian str., 4,700, Salvesen, 10th July,—Cardiff 17th May, Coal.—Order.
FAUSANG, British str., 1,410, T. A. Mitchell, 9th July,—Shanghai 5th July and Swatow 8th, General.—Jardine, Matheson & Co.
GERMANIA, German str., 1,715, J. Petersen, 5th July—Holhow 4th July, Rice.—Jebsen & Co.
GLADESTRY, British str., 1,521, C. Crane, 12th June,—Moji 6th June, Coal.—Dodwell & Co.
HAICHING, British str., 1,267, A. E. Hodgins, 11th July,—Foochow, Amoy and Swatow 10th July, General.—Douglas Lapraik & Co.
HERMANN MENZELL, German str., 1,664, W. Hansen, 8th July,—Moji 3rd July, Coal.—Chinese.
HERO, Norwegian str., 2,418, O. Syvertsen, 8th July,—Kuchinotzu 1st July, Coal.—Mitsui Bussan Kaisha.
HINSANG, British str., 2,144, J. Davis, 8th July,—Java 29th June, Sugar.—Jardine, Matheson & Co.
ISCHIA, Italian str., 2,784, Coglio Andrea, 6th July,—Bombay 17th June and Singapore 3 th, General.—Carlowitz & Co.
KAIFONG, British str., 986, Finlayson, 8th July,—Cebu, 4th July, General—Butterfield & Swire.
KAMPOT, French str., 490, Le Beid, 10th July,—Saigon 6th July, General.—Chinese.
KASHING, British str., 1,142, T. W. Pickard, 2nd July,—Chefoo 27th June, General.—Butterfield & Swire.
KEONGWAI, German str., 1,115, Kohler, 8th July,—Bangkok 2nd July, Rice.—Butterfield & Swire.
KHALIF, British str., 2,291, J. H. Middleton 29th June,—Barry Dock 2nd May, Coal.—Dodwell & Co.
KIRKFIELD, British str., 2,291, T. B Watson, 9th July,—Calcutta 22nd June, Coal.—Jardine, Matheson & Co.
KWEILIN, British str., 1072, W. D. Brymer, 11th July,—Iloilo 7th July, Sugar.—Butterfield & Swire.
LAISANG, British str., 3,460, P. M. B. Lake, 9th July,—Calcutta 24th June and Singapore 4th July, General.—Jardine, Matheson & Co.
LOONGMOON, German str., 1,245, Kalkofen, 10th July,—Shanghai 6th July, General.—Siemssen & Co.
LOONGSANG, British str., 1,092, G. S. Weigall, 10th July,—Manila 7th July, General.—Jardine, Matheson & Co.
MANCHE, French str., 3,490, Norward, 10th July,—Haiphong 7th July, General.—Messageries Maritimes.
MAZAGON, British str., 4,997, W. H. Selby Hall, 11th July,—Bombay 24th June, Twist and Cotton.—P. & O. S. N. Co.
MONGOLIA, American str., 8,750, W. P. S. Porter, 11th July,—San Francisco 7th June, Mails and General.—P. M. S. S. Co.
M. STRUVE, German str., 966, P. Brandt, 10th July,—Mauritius 15th June, 5,760 pkgs. Sugar.—Chinese.
NEWBY HALL, British str., 2,840, Allan Buck, 6th July,—Barry 26th May, Coal.—Order.
NORDFOL, Norwegian str., 2,428, Stoltz, 23rd June,—Kelung (Formosa) 21st June, General.—Shewan, Tomes & Co.
NUMANTIA, German str., 2,801, H. Brehmer, 10th July,—Moji 5th July, General.—Portland and Asiatic S.S. Co.
PETCHABURI, German str., 1,263, G. Hillmann, 11th July,—Bangkok 4th July, Rice and General.—Butterfield & Swire.
PLEIADES, American str., 3,932, F. G. Purington, 11 h July,—Manila 8th July, General.—Dodwell & Co.
RUBI, British str., 1,619, A. H. Notly, 10th July,—Manila 8th July, General.—Shewan, Tomes & Co.
SAINT BEGULUS, British str., 2,403, Barg, 10th July,—Newcastle (N.S.W.) 13th June, Coal.—Order.
TAIYUAN, British str., 1,459, L. Dawson, 26th June,—Australia and Manila 24th June, General.—Butterfield & Swire.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. K. Albertz
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Mrs. Baldwin
Miss D. Baldwin
Mr. & Mrs. J. E. Bingham and child
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Mr. S. Bisney
Mr. W. S. Bissell
Mr. B. K. Blair
Mr. E. A. Bonner
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Mr. R. Harding
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Mr. H. H. Kempf
Mr. F. Kerr
Dr. S. Knaggs
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Mr. H. J. C. Large
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Mr. S. L. Lewis
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Mr. & Mrs. E. Meikle
Mr. L. Menasche
Mr. G. Menasche
Mr. P. L. Miller
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Mrs. E. Offord Patey
Mr. W. Peake
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Mr. T. J. E. Reynolds
Mrs. J. S. Roach & child
Mr. L. Rochet
Mr. W. J. Rose and servant
Mr. A. O. Scott
Mr. F. E. Shaw
Mr. A. J. Skinn
Mr. C. Skott
Mr. E. A. Snewin
Mr. C. H. Soper
Mr. H. H. Stanley
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Dr. Edgar Swindells
Mr. M. L. Thompson
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Mr. W. D. Trimnell
Mr. C. H. Unbehaun
Mr. R. C. Vickers
Mr. A. D. Walk
Miss E. Watkins
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Mr. A. E. Asger
Mr. A. Cattarinich
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Mr. E. Hoeft
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Mr. J. Watt Jameson
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Evans and child
Mr. J. S. Hall
Mr. and Mrs. Fen Kate
Capt. & Mrs. O. L. Price

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Mr. John Beovlerson
Mr. A. J. Brown
Mr. E. W. Buchanan
Miss J. Byrns
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Mr. E. E. P. Erskine
Mr. Thos. E. Evans
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Mr. A. J. Goodwin
Mr. G. R Guthrie
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Mr. V. F. Haynes
Mr. A. A. Heimsoth
Mr Heiner
Mr. W Helliwell
Mr. F. W. Hendrick
Mr. R. M. Joseph
Mr. J. E. Joseph
Mr. Adolph Kellmaner
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Mr. & Mrs. Tomsitt & children
Mr. J. Wiesshergor

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Mrs. Bell
Mr. A. E. Blanco
Mr. E. Bowron
Mr. B. Boyce
Mr. F. Chapple
Mr. J. Cruickshank
Mr. F. O. Day
Mr. L. T. Delaney
Mr. A. C. Diss
Mr. A. Fletcher
Miss M. Gains
Mr. J. Jorgensen
Mr. R Knox
Mr. V Lugebil
Mr. Alex. J. Lugebil
Mr. and Mrs. McKinnon
Mr. McMillan
Mr. A. Neidt
Mr. U. Nervegna
Mrs. Parker and child
Mr. and Mrs. Pescio
Mr. Pugh
Madame Ribot
Mr. Bisk
Mr. H. Sasse
Mr. H. Schluter
Mr. A. Schmitz
Miss Smithson
Miss Square
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Mrs. Tennyson
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You undoubtedly will if you use
van Houten's Cocoa
It is as beneficial to health as it is delightful to the taste.
"Pure and unmixed."
"Yields a maximum proportion of the valuable food constituents of the cocoa bean."—THE LANCET.
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1033—2

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STEM WINDING, LEVER.
WALTHAM WATCHES ARE THE MOST DURABLE AND ACCURATE POCKET TIMEPIECES IT IS POSSIBLE TO CONSTRUCT.
TWELVE MILLION IN USE.
ALL GUARANTEED BY
AMERICAN WALTHAM WATCH COMPANY,
WALTHAM, MASS., U.S.A.
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MITSU BISHI DOCKYARD AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.1, A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length	722 feet.
Length on Blocks	714 "
Width of Entrance on Top	96½ "
Width of Entrance on Bottom	88½ "
Water on Blocks at Spring Tide	34½ "

DOCK No. 1.

Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	26½ "

DOCK No. 2.

Extreme Length	377 feet.
Length on Blocks	3[illegible] "
Width of Entrance on Top	68 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	23 "

PATENT SLIP.
Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.
A LARGE STOCK of MATERIAL is always kept on hand.
The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. especially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [1335

POST OFFICE NOTICES.

The *Coromandel*, with the English mail of the 19th June, left Singapore on Saturday, the 8th inst. at 11 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 18th May, and the parcel mails closed in London for despatch by the all sea route on the 7th of June and for despatch overland on the 14th of June.

☞ Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

A mail for MACAO per s.s. *Wingchai* is closed every week-day at 5 p.m.

Mails for NAMTAO, SANBUE, *KONGMOON, *KUMCHUK, *SAMSHUI, *WUCHOW and *CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE.	
Iloilo	*Carl Menzell*	Thursday, 13th,	9.00 A.M.
Keelung, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma Wash.	*Pleiades*	Thursday, 13th,	11.00 A.M.
Moji and Kobe	*Mazagon*	Thursday, 13th,	11.00 A.M.
Macao	*Heungshan*	Thursday, 13th,	1.15 P.M.
Durban	*Katherine Park*	Thursday, 13th,	5.00 P.M.
Newchang	*M. Struve*	Thursday, 13th,	5.00 P.M.
Swatow, Amoy and Foochow	*Haiching*	Friday, 14th,	9.00 A.M.
Bangkok	*Chowfa*	Friday, 14th,	11.00 A.M.
Bangkok	*Keongwai*	Friday, 14th,	11.00 A.M.
Macao	*Heungshan*	Friday, 14th,	1.15 P.M.
Swatow and Shanghai	*Fausang*	Friday, 14th,	2.00 P.M.
Singapore, Sourabaya and Samarang	*Hinsang*	Friday, 14th,	2.00 P.M.
Manila	*Loongsang*	Friday, 14th,	3.00 P.M.
Cebu and Iloilo	*Kaifong*	Friday, 14th,	3.00 P.M.
Shanghai and Chingkiang	*Loongmoon*	Friday, 14th,	3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	*Chingtu*	Friday, 14th,	3.00 P.M.
Manila	*Rubi*	Saturday, 15th,	9.00 A.M.
Singapore, Penang and Calcutta	*Clan Mackenzie*	Saturday, 15th,	10.00 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcels mail closes punctually at 5 p.m. on Friday	*Simla*	Saturday, 15th, Printed Matter and Samples, 10.00 A.M. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.	
Macao	*Heungshan*	Saturday, 15th,	1.15 P.M.
Shanghai and Chingkiang	*Lydia*	Saturday, 15th,	3.00 P.M.
Chefoo and Newchwang	*Hupeh*	Saturday, 15th,	3.00 P.M.
Kobe	*Tazyuan*	Saturday, 15th,	3.00 P.M.
Amoy, Straits and Rangoon	*Pundua*	Saturday, 15th,	5.00 P.M.
Shanghai, Moji, Kobe and Yokohama	*Tjitatjap*	Monday, 17th,	11.00 A.M.
Tientsin	*Wosang*	Monday, 17th,	2.00 P.M.

TO-DAY.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.

Sale, Dress Materials, &c., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

12th July.

ON LONDON.—
Telegraphic Transfer 1/10⅛
Bank Bills, on demand 1/10½
Bank Bills, at 30 days' sight 1/10⅛
Bank Bills, at 4 months' sight 1/10⅛
Credits, at 4 months' sight 1/11
Documentary Bills, 4 months' sight 1/11

ON PARIS.—
Bank Bills, on demand 238
Credits, at 4 months' sight 241½

ON GERMANY.—
On demand 194

ON NEW YORK.—
Bank Bills, on demand 46⅞
Credits, 60 days' sight 46⅞

ON BOMBAY.—
Telegraphic Transfer 141½
Bank, on demand 141½

ON CALCUTTA.—
Telegraphic Transfer 141½
Bank, on demand 141½

ON SHANGHAI.—
Bank, at sight 71
Private, 30 days' sight 72

ON YOKOHAMA.—On demand 92⅞

ON MANILA.—On demand—Pesos—93

ON SINGAPORE.—On demand 6 p.c. p.m.

ON BATAVIA.—On demand 13⅛

ON HAIPHONG.—On demand 12 p.c. p.m.

ON SAIGON.—On demand 1 p.c. p.m.

ON BANGKOK.—On demand 62

SOVEREIGNS, Bank's Buying Rate 10.45

GOLD LEAF, 100 fine, per tael 55.40

BAR SILVER, per oz. 27⅝

OPIUM.

12th July.

Quotations are:—	Allowance not. to 1 catty.		
Malwa New	$1200	to —	per picul.
Malwa Old	$1280	to —	"
Malwa Older	$1340	to —	"
Malwa V. Old	$1400	to —	"
Persian fine quality	$980	to —	"
Persian extra fine	$1020	to —	"
Patna New	$1117½	to —	per chest,
Patna Old	$ —	to —	"
Benares New	$1072½	to —	"
Benares Old	$ —	to —	"

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. *Coromandel* left Singapore for this port on the 8th July at 11 a.m., and is due here to-day about 6 a.m.

THE AMERICAN MAIL.

The P.M. str. *China* left Nagasaki on Sunday at 6 p.m., and is due to arrive at Manila on Thursday, the 13th July at 5 p.m. He is expected here on Tuesday, the 16th July.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Heinrich* left Colombo on Friday, p.m., and may be expected here on Tuesday, the 18th July.

The I.G.M. Australian str. *Prinz Waldemar* left Kobe on Sunday at 6 p.m. via Moji.

The I.G.M. Australian str. *Prinz Sigismund* left Sydney on Saturday, the 8th July at 2 p.m., and may be expected here on Monday, the 31st July.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* left Vancouver on Monday, the 3rd July, p.m. for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The C.N. str. *Chingtu* left Kobe via Kuchinotzu on the 7th July, and is due here to-day, p.m.

The E. & A. str. *Empire*, from Sydney, left Manila on the 11th July at noon, and is due here on Thursday at 2 p.m.

The Bucknall Line str. *Baralong*, from London and ports, left Singapore on the 11th July, and is due here on the 17th July.

The Boston S.S. Co.'s str. *Shawmut* arrived at Manila on the 4th July.

The str. *Satsuma* sailed from New York on the 5th June.

The Boston S.S. Co.'s str. *Tremont* sailed from Seattle on the 24th June for usual ports of call.

The C.P.R. str. *Athenian* left Vancouver on Monday, the 26th June, p.m., for Hongkong via the usual ports of call.

The P. & A. str. *Arabia* sailed from Portland on the 2nd July, and is expected here on the 3rd August.

The P. A. str. *Ras Dara* left New York on the 21st June, and is due here on the 21st Aug.

STEAMERS PASSED THE CANAL.

June 25th—*Indrani, Pak Ling, Malacca.* 27th—*Benledi.* 30th—*Achilles, Agincourt, Witekind.* July 4th—*Bayern, Poona, Benalder, Segovia, Sydney, Pyrrhus, Atholl, Eurasechange, Korano, Oceano, Rhenania, Stuttgart.* 7th—*Antenor, Bayern, Candia, Glenroy, Machaon, Merionethshire.* 11th—*Polynesien, Prinz Eitel Friedrich, Socotra.*

ARRIVALS AT HOME.

July 11th.—*Laertes, Benvenue, Dardanus, Diomed, Tydeus.*

PASSENGERS.

ARRIVED.

Per *Bentarig*, from London, &c., Messrs. Kenneth and Macleman.

DEPARTED.

Per *Oceanien*, for Saigon, Messrs. Lawrence A. Brooks, C. B. Jassens and Boni et Hene; for Singapore, Mrs. F. C. Hagedorn, Mrs. R. L. Anderson, Miss Okon, and Mr S. A. Maricun; for Colombo, Miss H. Felmann; for Marseilles, Mr. Richard, Mr. and Mrs. Savoya, Rev. P. Dr. Antonin Jose Gomes, and Mr. Douglas.

Per *Tonkin*, for Shanghai, Mr. Androit, Mrs. Clara Sagal, Rev. P. Antonin et Louis, Messrs. A. Boner, G. da Silva, Tromeur, Mrs. Ernestina Felmann, Messrs. M. Paps and Emil Domerisen; for Yokohama, Mr. Jehenne.

Per *Empress of Japan*, for Vancouver, &c., Messrs. C. Veinor and J. Dupuis, Mrs. F. Hall, Messrs. R. C. Johnson and Jas. B. Alford, Dr. T. A. Berryhill, Mr. and Mrs. W. B. Dixon, Miss Dixon, Mr. W. Brand, Mrs. F. Le Pau, Mr. and Mrs. C E. Woolmer, Mr. F. A. Anderson, Mrs. J. G. Coulter, Mrs. Robert Irwin and child, Mr. J. B. Green, Major Bockenbach, Messrs. S. T. Newborn, A. S. Caldwell, R. M. Dittey, Mrs. E. S. Kadoorie and 2 children, Mr. J. G. Coulter, Major-Genl. and Mrs. Villiers Hatton, Messrs. Ralph W. Fulton, J. V. Williams, E. Hoeft, R. Stevenson, J. C. Ward, A. Vernon, W. Chennels, E. Kruger, Mrs M. Trumi, Mr. T. M. Power, Mr. and Mrs. N. Carl, Messrs. W. B. Dicks and C. H. Kuan.

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MARUNO-UCHI, TOKIO.

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SOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for Kigio, Komatsu (Tagawa) and Yashromachi Coal (Karatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905. [1078

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Full Cream.

Largest Sale in the World.

☞ See this TRADE MARK on every Tin.

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JOINT STOCK SHARES.

Hongkong, 12th July.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	$200	$100.
Banks—		
Hongkong & S'hai	$125	$360, buyers London, £88.10
National B. of China A. Shares	£5	$37, buyers
Bell's Asbestos E. A.	12s. 6d.	$7, buyers
China-Borneo Co.	$12	$14.75, sales
China Light & P. Co.	$10	$10.
China Provident	$10	$8.75, sellers
Cotton Mills—		
Ewo	Tls. 50	Tls. 44, buyers
Hongkong	$10	$16½, sellers
International	Tls. 75	Tls. 38.
Laou Kung Mow	Tls. 100	Tls. 46, buyers
Soychee	Tls. 500	Tls. 100.
Dairy Farm	$6	$17, sellers
Docks and Wharves—		
Farnham, B. & Co.	Tls. 100	Tls. 141.
H. & K. Wharf & G.	$50	$95, buyers
H. & W. Dock	$50	$195, buyers
New Amoy Dock	$6¼	$18, sellers, o.c.n.
S'hai & H. Wharf	Tls. 100	Tls. 178½.
Fenwick & Co., Geo.	$25	$29, sellers 27 new issue, sel.
G. Island Cement.	$10	$26½, sellers
Hongkong & C. Gas	£10	$170, buyers
Hongkong Electric	$10	$17½.
Do. New	$5	$11½.
H. H. L. Tramways	$100	$212½.
Hongkong Hotel Co.	$50	$138.
Hongkong Ice Co	$25	$242½.
Hongkong Rope Co.	$50	$152.
H'kong S. Waterboat.	$10	$15, sellers
Insurances—		
Canton	$50	$320, buyers
China Fire	$20	$86, sellers
China Traders	$25	$67, buyers
Hongkong Fire	$50	$302½, sales
North China	£5	Tls. 82.
Union	$100	$700, buyers
Yangtsze	$50	$172½.
Land and Building—		
Hongkong Landinv.	$100	$116, buyers
Humphrey's Estate	$10	$12½, sales
Do. New	$10	
Kowloon Land & B.	$30	$40, sellers
Shanghai Land	Tls. 50	Tls. 122½, buyers
West Point Building	$50	$54, sellers
Mining—		
Charbonnages	Fcs. 250	$490.
Raubs	18/10	$3½, sales
Philippine Co.	$10	$9½, sellers
Refineries—		
China Sugar	$100	$211, sellers
Luzon Sugar	$100	$51, sellers
Steamship Companies		
China and Manila	$25	$20, sellers
Douglas Steamship	$50	$35½, sellers
H., Canton & M.	$15	$26½, sales
Indo-China S.N. Co.	£10	$98, sales cum dividend
Shell Transport Co.	£1	22s., sellers
Do. Preference	£10	£8 10s.
Star Ferry	$10	$35, sellers
Do. New	$5	$27, sellers
Shanghai & H. Dyeing	$50	$50.
South China M. Post.	$25	$22, sellers
Steam Laundry Co.	$5	$8.
Do.	$3	$7½.
Stores & Dispensaries		
Campbell, M. & Co.	$10	$36.
Powell & Co., Wm.	$10	$11½, sellers
Watkins	$10	$7½, sellers
Watson & Co., A. S.	$10	$12½, sales & buy.
United Asbestos	$4	$9½, sellers
Do. Founders	$10	$180.

VERNON & SMITH, Brokers.

HONGKONG TIDE TABLE.

From 13th to the 19th July.

To correct Zone Time add 23 min. and 18 sec.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Thurs	13	m 0 7	6 3	1 16 a	1 6
		7 35 a	4 3		
Fri.	14	m 0 55	6 6	m 0 11	3 0
		m 8 42 a	4 3	2 0 a	1 1
Sat.	15	m 7 30	7 0	m 0 57	3 1
		9 37 a	4 3	2 54 a	0 7
Sun.	16	m 8 21	7 2	m 1 40	3 1
		9 54 a	0 5	10 13 a	4 3
Mon.	17	m 0 2	7 3	m 2 22	3 1
		11 3 a	4 4	4 11 a	0 4
Tues.	18	m 9 12	7 4	m 3 3	3 0
		11 38 a	4 4	4 47 a	0 5
Wed.	19	m 10 10	7 0	m 3 44	3 0
				5 22 a	0 7

WHITE HORSE CELLAR WHISKY.

PRICE PER CASE OF 1 DOZ. $14.00

PRICE PER CASE OF 1 DOZ. $14.00

THE NOTED BRAND OF THE OLD COACHING DAYS.

SOLE AGENTS:

LANE, CRAWFORD & CO.

Hongkong, 6th April, 1905. [92

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, MIDDLESBORO', AND ANTWERP.

THE Steamship

"GLENLOGAN,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 14th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 7th July, 1905. [1624

FROM ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ARCADIA,"

Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th July, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th July, 1905. [1631

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 11th July, 1905. [7

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NUMANTIA," FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by me in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 11th July, 1905. [17

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KEEMUN,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 17th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 20th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th July, 1905. 9-10

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest plying on the line. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Time-table) Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.
S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LD.

17

PEERLESS SCOTS WHISKIES

OF

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at $13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at $22.00

Stop drinking rank, Smoky Stuff, because "it comes through the SODA."

Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavour. Once tried, preferred to all others. Sole Agents for Hongkong:

1298 F. BLACKHEAD & Co.

KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.

BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 138

NOTICE TO CONSIGNEES.

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th instant, will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 7th July, 1905. [4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MAZAGON,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 11th July, 1905. [1

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 189

RUINART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1905 1221

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every ½ hour.

SATURDAYS.

Extra cars at 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 13th July, 1905.

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY.

SHIPPERS

CUTLER, PALMER & Co., LONDON.

AGENTS

LANE, CRAWFORD & CO.

HONGKONG 66

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